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VICTORIOUS BACK IN SERVICE

Admiral travels 6,000 miles—and misses ceremony

H.M.S. VICTORIOUS (Capt. P. M. Compston, R.N.) recommissioned on June 29, after a refit in H.M. Dockyard, Portsmouth, which has lasted for just over a year, and after sea trials in home waters, she is expected to sail for the Far East in mid-August to relieve H.M.S. *Hermes*.

The Flag Officer, Aircraft Carriers, Rear-Admiral D. C. E. F. Gibson, flew 6,000 miles from H.M.S. *Ark Royal* in the Far East to attend the recommissioning ceremony, but bad weather on the last few miles caused the helicopter he was in for the last lap to return to Yeovilton and he had to finish the journey to Portsmouth by car, missing the ceremony by about an hour.

The Admiral's journey was not wasted, however, for he took the opportunity to look around the ship. Admiral Gibson started his flight back

to *Ark Royal*—another 6,000 miles—on June 30.

Built by Vickers-Armstrongs at Wallsend-on-Tyne, 1937 to 1941, H.M.S. *Victorious* was virtually rebuilt in H.M. Dockyard, Portsmouth, 1950 to 1958. Her original displacement was 29,100 tons (full load), but is now about 35,500 tons.

During the refit, the flight deck—*Victorious* was the first carrier in the Royal Navy to have a fully angled flight deck—was strengthened to cater for the Buccaneer supersonic strike aircraft, a squadron of which will be embarked. She is the first carrier to be equipped with the Buccaneers, although trials with this modern, heavy aircraft were carried out in H.M.S. *Ark Royal*.

In addition to the Buccaneers, *Victorious* will carry 12 Sea Vixen all-weather fighters and eight Westland Wessex helicopters.

Opportunity was taken during the refit to effect improvements to the living accommodation, where full air conditioning has been installed.

WAR-TIME LEADER DIES

ADMIRAL of the Fleet Viscount Cunningham of Hyndhope, Commander-in-Chief, Mediterranean, during the early, difficult years of the Second World War, died on June 12, aged 80.

He was buried at sea on June 18, his body being committed to the deep from H.M.S. *Hampshire*.

WHIRLWINDS OVER BRUNEI



Two Whirlwind helicopters of 846 Naval Air Squadron flying over the magnificent mosque at Brunei, North Borneo. This squadron, together with the Wessex helicopters of 845 Naval Air Squadron, embarked in H.M.S. *Albion*, Britain's second commando ship, last November, for duty on the Far East Station and, since December last year the ship and her two helicopter squadrons have played a major part in the North Borneo operations. Although the squadrons are normally embarked in *Albion* they have also spent part of the time detached ashore. The helicopters, ideal for flying operations in the thick jungle of North Borneo, have fulfilled numerous tasks, including tactical deployment of troops and police, logistic support, reconnaissance, casualty evacuation and flood relief. At present the two squadrons are based on shore at Kuching, Sarawak, where they are helping the military force and the local police.

LAST OF THE 'HUNTS' PAYS OFF

THE last of the famous Second World War "Hunt" Class "fast escort vessels" in service with the Royal Navy, H.M.S. *Brocklesby*, paid off at Portsmouth on June 21. The ship, which in March celebrated the 22nd anniversary of her original commissioning, will be available for disposal.

The *Brocklesby* was launched at Birkenhead in September, 1940, and commissioned in March of the following year. Her name is derived from the *Brocklesby Hunt*, owned by Lord

Yarborough, whose family crest was adopted by the ship.

The St. Nazaire raid; action against five Messerschmitt 109's in Plymouth Sound; the Dieppe raid of which she still bears the scars of damage caused by gunfire; escort duties in the Mediterranean; bombardments of German bases in the Eastern Adriatic and the defence of a convoy against a vicious E-boat attack off the East coast—these were only the highlights of the *Brocklesby's* war service.

Put into reserve in 1946, the ship emerged six years later after extensive

modifications as an experimental anti-submarine frigate. Since then the *Brocklesby* has been part of the Second Frigate Squadron at Portland, although her principal task has been the carrying out of trials for the Admiralty Underwater Weapons Establishment.

The ship, last commanded by Lieut.-Cdr. K. Barclay-Brown, R.N., has steamed over 300,000 miles and has been under way for more than 30,000 hours during her service. During the last three months of her final commission she has felt the rain of the Clyde, the sun of the Canaries and finally the hospitality of the Danes during a visit to Copenhagen and Elsinore last month.

Nuclear power surface ships?

WHEN Rear-Admiral R. S. Hawkins, the Director of Marine Engineering and Chief Naval Engineering Officer, presented prizes at H.M.S. *Sultan* on June 28, he told the mechanics that most of those now training in the Royal Navy will have to delve into nuclear propulsion before they leave the Service, and his remarks did not apply only to those in the Submarine Service.

The Commanding Officer of the establishment, Capt. G. F. A. Trewby, R.N., said that the numbers training at H.M.S. *Sultan* had reached a record of 700. A second storey for the nuclear school was envisaged.

BRITAIN'S OUTSTANDING CIGARETTE



THE NEW VERSATILE FRIGATE



A new photograph of H.M.S. *Leander*, first of the Leander class general purpose frigates, of which 13 are to be built and which was commissioned at Belfast last March. The Leanders have the same hull and substantially the same steam turbine machinery as the Whitby class of frigates, but are of a revised and advanced design and will fulfil a composite anti-submarine, anti-aircraft and air direction role.

Gindell
 H. Barstow PA
 107

Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

TWENTY years ago this month, after the collapse of the Axis armies in North Africa, the beginning of the real fight to penetrate the "soft underbelly of the enemy," as Sir Winston Churchill so aptly put it, was begun by the invasion of Sicily—Operation "Husky."

In the light of the dramatic developments later in the war, especially the landing in Normandy, the importance of the invasion of Sicily may have been somewhat overlooked, but Operation "Husky," benefiting from the experience gained in Operation "Torch," the landings in North Africa, was of immense importance, sealed the fate of Italy and in fact Hitler's Germany as well, and provided knowledge which was to prove invaluable for the subsequent landings in Northern France. Most important, it virtually freed the Mediterranean convoys from molestation.

In a matter of 38 days an island of 10,000 square miles with a population of 4,000,000 within almost a stone's-throw of the Italian mainland and with the Italian Navy still a powerful force of ships, was completely overrun. The planners had to take into account not only the defending armies but also the Italian Fleet. Had that fleet intervened it might have caused considerable difficulties.

The late Admiral of the Fleet Viscount Cunningham, Commander-in-Chief, in his report after the successful landings, wrote: "Of the navies, I can only say that I never wish to command better... Both the Western Task Force under Admiral Hewitt (U.S.N.) and the Eastern Task Force, under Admiral Ramsay, performed their unaccustomed tasks in a manner befitting the highest traditions of any fighting service."

The capture of Sicily by sea-borne forces showed, once again, the value of maritime power.

The value of sea power—the British people must never forget, for a single instant, that this island of ours relies upon sea power for its very existence—to guard its shores, its trade routes and to support its allies should their existence be threatened. We have a fine Navy, with powerful, modern ships, manned by men second to none, but, under present conditions, with the world in its state of unrest, have we enough?

Modern warships are costly things to build and to man but it must always be remembered that without them Great Britain could not exist.

The Victor of Matapan dies A GREAT LEADER

ADMIRAL of the Fleet, Viscount Cunningham of Hyndhope, K.G., G.C.B., O.M., D.S.O., and two Bars, who died on June 12 at the age of 80, will probably be remembered best by all Second World War officers and men as "A.B." when he was Commander-in-Chief, Mediterranean Fleet, during the early part of the war, when the reverses suffered in Home Waters had denuded the Royal Navy of much of its fighting power and the enemy forces far outnumbered those of Britain.

The Royal Navy had lost valuable ships and men and was virtually "alone" in the fight, but the courage and fighting spirit of men like Andrew Browne Cunningham was unimpaired.

A kindly man, Admiral Cunningham was also a brilliant organiser and one devoid of fear. He set an example to all around him and inspired officers and men alike with a confidence and a feeling that, come what may, Britain could not lose.

SERVED DURING THREE WARS

He saw active service in three wars, for he served with the Naval Brigade in the Boer War, commanded destroyers in the First World War, and his name became a household word in the Second World War.

Born in Dublin, Viscount Cunningham entered the Royal Navy as a cadet in 1897. Most of his time in the Service was spent in small ships, after being selected for destroyer command in 1908.

He was, as a Lieutenant, in command of H.M.S. Scorpion on the outbreak of war in 1914, and later he commanded H.M.S. Termagant in the Dover Patrol, taking part in the Zeebrugge and Ostend raids.

Between the wars he was Captain (D) 6th Destroyer Flotilla, and later Captain (D) 1st Destroyer Flotilla. He was also Captain-in-Charge of the destroyer base at Port Edgar—H.M.S. Columbine. A period on the America and West Indies Station followed when he was Chief of Staff and Flag Captain to Admiral Sir Walter Cowan.

COMMANDED H.M.S. RODNEY

Appointments in command of

H.M.S. Rodney and as Commodore R.N. Barracks, Chatham, preceded his appointment as Rear Admiral (D) in the Mediterranean.

In 1937 he became the Vice Admiral Commanding Battle Cruiser Squadron and Second-in-Command, Mediterranean Fleet, and subsequently Deputy Chief of the Naval Staff at the Admiralty.

In June, 1939, he became Commander-in-Chief, Mediterranean Fleet, succeeding the late Admiral of the Fleet, Sir Dudley Pound.

Admiral Cunningham's unrivalled knowledge of the Mediterranean stood him in good stead and his abilities were amply demonstrated in the crippling of the Italian Fleet at Taranto, the battle of Calabria and Matapan, and the bombardment of Tripoli and Valona.

PERSONAL COURAGE

The following story illustrates his personal courage. He was on his bridge in H.M.S. Warspite when the ship came under fire from shore batteries. As shells whistled overhead some of his staff instinctively ducked. The Admiral, unperturbed remarked: "If they're so near that you have to duck, there's no point in doing so."

Viscount Cunningham went to Washington as head of the Admiralty delegation to plan the North Africa landings, but in the autumn of 1942 he returned to the Mediterranean. He was promoted to Admiral of the Fleet in January 1943, and became Commander-in-Chief, Mediterranean for the second time, planning the naval operations to stop Rommel's force getting away from Tunisia.

After Italy surrendered, Admiral Cunningham met the ships of the Italian Fleet off Bizerta and escorted them to Malta, on September 11, 1943, sending the following telegram to the Admiralty: "Be pleased to inform Their Lordships that the Italian Battle Fleet now lies at anchor under the guns of the Fortress of Malta."

In October, 1943, he was appointed First Sea Lord, a post he held for nearly three years.

Admiral of the Fleet, Viscount Cunningham of Hyndhope was a great man, a great leader and one to whom Great Britain owes a lot.

BURIED AT SEA

More than 600 naval personnel escorted the body of Admiral Cunningham from the Royal Naval Barracks, Portsmouth, where it had rested since Monday in the Barracks' Church of St. George, guarded by four officers, to South Railway Jetty, H.M. Dockyard, for transfer to H.M.S. Hampshire.

A firing party of a commander and 24 ratings led the cortege from the barracks, and this was followed by the Royal Marines bands of Portsmouth Command, and H.M.S. St. Vincent, playing funeral marches, immediately in front of the gun carriage carrying the coffin draped with the Union Flag and the Admiral's cap and sword.

Following the coffin was Rear-Admiral R. M. Dick, the insignia bearer.

PALL BEARERS

The pall bearers were Admiral of the Fleet, Sir Casper John (First Sea Lord), Admiral of the Fleet, Sir George Creasy, Admiral Sir Wilfrid Woods (Commander-in-Chief, Portsmouth), Admiral Sir Royston Wright (Second Sea Lord), Vice-Admiral Sir John Villiers (Fourth Sea Lord), Vice-Admiral F. H. E. Hopkins (Fifth Sea Lord), Lieutenant-General M. C. Cartwright-Taylor (Commandant General, Royal Marines), and Vice-Admiral Sir Geoffrey Barnard.



The late Admiral of the Fleet, Viscount Cunningham on board his flagship, H.M.S. Warspite, during the war

Others present were Lord Carrington (First Lord), Admiral of the Fleet Sir Algernon Willis, Admiral of the Fleet Sir Philip Vian, Admiral Sir Geoffrey Layton, Admiral Sir Frederick Dalrymple-Hamilton, Admiral Sir W. Whitworth, Vice-Admiral T. Baillie-Grohman, Rear-Admiral H. T. England, Rear-Admiral J. O. C. Hayes, and Rear-Admiral H. C. Lyddon.

Following the insignia bearer and some of the family mourners came the main escort of seven officers and 530 Royal Navy ratings and Royal Marines ranks.

H.M.S. Hampshire proceeded to sea, firing a salute in honour of one of England's greatest Admirals. As soon as she was clear of the harbour, and south of the Nab Tower, the body was committed to the deep.

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S) all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

SUBMARINE SERVICE

H.M.S. Otus, September 10, at Greenock for service in the First Submarine Squadron.

H.M.S. Alcide, September 13, at Rosyth, completes refit. For Sixth Submarine Division.

H.M.S. Tiptoe, early November, at Malta, complete refit. To return to United Kingdom for service in First Submarine Squadron.

H.M.S. Alaric, November 7, at Devonport, completes refit. For Second Submarine Squadron.

H.M.S. Osiris, December 10, at Barrow, for service in Third Submarine Squadron.

GENERAL

H.M.S. Meon (L.S.H.), July 25, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (B).

No. 759 Squadron, July 26, at R.N. Air Station, Brawdy, Pilot Training, Hunters.

H.M.S. Cavalier (Destroyer), end July, at Chatham, C. & M. party.

No. 829 Kent Flight, July 30 at R.N. Air Station, Culdrose, for Home Sea Service, General Service Commission, October, 1963, Home/East of Suez. For H.M.S. Kent, Wessex.

H.M.S. Kent (G.L., Destroyer), August 12, at Belfast, for Home Sea Service, General Service Commission, October, 1963, Home/East of Suez, U.K. Base Port, Portsmouth (C).

H.M.S. Blackpool (A/S Frigate), August, at Chatham, L.R.P. complement.

H.M.S. Uster (A/S Frigate), September, at Devonport, C. & M. party.

H.M.S. Relentless (A/S Frigate), September 5, at Rosyth, for trials. Commission March, 1964 (under consideration), for Foreign Service (Far East) from date of sailing, 3rd Frigate Squadron. Transfer to 26th E.S., December, 1964 (A).

H.M.S. Loch Alvie (A/S Frigate), September 6, at Singapore, for Foreign Service (Far East), 3rd Frigate Squadron (A).

H.M.S. Appleton, H.M.S. Flockton (C.M.S.), September 9, at Bahrain, for Foreign Service (Middle East), 9th M/S Squadron (E).

H.M.S. Vidal (Surveying Ship), September 12, at Chatham, for General Service Commission West Indies, U.K. Base Port, Portsmouth (C).

H.M.S. Dido (A/S Frigate) September 17, at Glasgow, for Home Sea Service, General Service Commission, November, East of Suez Home (14 months), 22nd E.S. U.K. Base Port, Portsmouth (C).

H.M.S. Chilcompton (C.M.S.), September 23, at Aden, for Foreign Service (Middle East), 9th M/S Squadron (E).

H.M.S. Hampshire (G.M. Destroyer), September, Change classification of service, General Service Commission, Home/East of Suez, U.K. Base Port, Portsmouth.

No. 829, Hampshire Flight, September, Change classification of service, General Service Commission.

No. 829 H.Q. Squadron, October 1, at R.N. Air Station, Culdrose, Home Sea Service, Wasp.

H.M.S. Kemerton (C.M.S.), October 1, Bahrain, for Foreign Service (Middle East), 9th M/S Squadron (E).

H.M.S. Cassandra (Destroyer), October 17, at Portsmouth, for General Service Commission, Home/Med.

21st E.S. U.K. Base Port, Portsmouth.

H.M.S. Parapet (L.C.T.), October 18, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (F).

H.M.S. London (G.M. Destroyer), October 22, at Wallsend-on-Tyne, for Home Sea Service, General Service Commission January, 1964, Home/East of Suez, U.K. Base Port, Portsmouth.

H.M.S. Barrosa (A/D Conversion), October 25, at Singapore, for Foreign Service (Far East), 24th E.S. (A).

H.M.S. Penelope (A/S Frigate), October (may be delayed), at Newcastle for Home Sea Service, 20th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Mohawk (G.P. Frigate), November 13 (may be delayed), at Barrow, for Home Sea Service, General Service Commission January, 1964, Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Portsmouth (C).

No. 829 London Flight, mid-November (tentative date), at R.N. Air Station, Culdrose, for Home Sea Service, General Service Commission, H.M.S. London, Wessex.

H.M.S. Ajax (A/S Frigate), November 19, at Birkenhead, for Home Sea Service, Foreign Service from date of sailing—May, 1964 (tentative date), Far East, 24th E.S. (A).

H.M.S. Loch Fada (A/S Frigate), November 28, at Singapore, for Foreign Service (Far East), 3rd Frigate Squadron (A).

H.M.S. Defender (Destroyer), November, at Chatham, for trials. (To Reserve on completion of long refit).

H.M.S. Kirkliston (C.M.S.), November (tentative date), at Portsmouth, for Home Sea Service, 1st M/S Squadron vice Bronington, U.K. Base Port, Rosyth.

H.M.S. Caprice (Destroyer), November at Rosyth L.R.P. complement.

H.M.S. Bulwark (Commando Ship), December 3, at Devonport, for Home Sea Service, Foreign Service (Far East).

H.M.S. Eastbourne (A/S Frigate), December 3, at Rosyth, for trials. Commissions for Home Sea Service, March 17, 1964, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Zulu (G.P. Frigate), December (may be delayed), at Glasgow, for Home Sea Service, Commissions for General Service Commission, February 1964 (may be delayed), Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Rosyth.

H.M.S. Cook (Surveying Ship) December (under consideration), Place of commissioning under consideration, For Foreign Service (Far East Pacific) (A).

H.M.S. Eagle (Carrier), early January, at Devonport, for trials. General Service Commission, Home/East of Suez, early June, 1964, U.K. Base Port, Devonport.

H.M.S. Grafton (A/S Frigate), January 2, at Portsmouth, for trials. Commissions for Home Sea Service, February 27, 20th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Brighton (A/S Frigate), January 9 (tentative date), at Portsmouth, General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port, Portsmouth.

(Continued on page 11, column 1)

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NAVY PENSIONERS IN CANADA

SIR.—Enclosed you will find a remittance for the renewal of my subscription for "Navy News." You are quite right in assuming that I enjoy reading the paper very much.

In case you may be interested in a news item from Canada, I am sending you the following information. Mr. Ernest ("Happy") Day, a life member of the Lord Nelson Branch, No. 68, of the Royal Canadian Legion, celebrated his 91st birthday on March 31. We his comrades in the Legion, expect that he will make the century.

"Happy" signed on in the Royal Navy as a boy, aged 15, in 1887, and was sent to "Pompey" to H.M.S. Dedalus [sic]. At the age of 18 he was drafted to H.M.S. Cleopatra. After 22 years' service he was discharged from H.M.S. Terrible. He later served with the Royal Canadian Navy in the First World War.

Two of my very best friends in the Lord Nelson Branch (incidentally I personally can claim credit for giving our branch the name Lord Nelson) are "Happy" Day and "Fred" Wittcomb, 22 years a Royal Marine.

250 YEARS BETWEEN THEM

These two gentlemen, hale and hearty, are really enjoying their years of retirement. Whenever the three of us foregather we have a real good time. Many an old R.N. ship passes in review. "Happy" at 91, "Fred" at 80 and I, the junior, at 78, and the only crotch, derelict really, and should be scuttled, make an age group of almost 250 years.

Some time ago a letter in one of the Vancouver newspapers stated that the ship in concrete at the Boys' Training School at Greenwich was the Cutty Sark. When "Fred" asked me about this I stated, definitely, that the ship in question was not the Cutty Sark, unless placed there recently.

Could you obtain the name of this ship and mention it at a later date in "Navy News"? Also, if possible, the present whereabouts of the very famous Cutty Sark.—H. E. BROWN, Vancouver.

[BY THE EDITOR.—I cannot trace an H.M.S. Dedalus in the records. In 1887 there was a drill ship, H.M.S. Daedalus, at Bristol. The only boys' training ship at Portsmouth at that time appears to be H.M.S. St. Vincent. The Boys' Training School at Greenwich is obviously the Greenwich Hospital School, and since the early 1930s situated at Holbrook and now known as the Royal Hospital School. The Cutty Sark, last of the famous tea clippers, has been preserved as a

memorial to ships and men of a past era and, fully restored and rigged, is in a dry dock at Greenwich, close to the Royal Naval College, Greenwich.]

H.M.S. Jervis not sunk at Anzio

SIR.—I was quite dismayed to find a very bad mistake in the May issue of "Navy News." The article is the one concerning the visit of H.M.S. Anzio to the scene of the ship's work during the Italian landings.

The article stated that H.M.S. Jervis was lost at Anzio, but I can assure the writer that such was not the case. The Germans thought that they had sunk two destroyers on the evening of January 23, 1944. As a matter of fact they broadcast that they had done just that.

But, please make it known that Jervis did survive the war, after picking up the few survivors from her sister ship, H.M.S. Janus, who was following Jervis after completing a bombardment of the shore batteries that were causing trouble to our troops and landing craft in that area.

HIT BY GLIDER BOMB

The Janus was hit amidships by an aerial torpedo and, after breaking in half, went down in a few minutes. My old ship, the Jervis, was hit about the same time by a glider bomb. The bomb chopped off our bows, just forward of the breakwater.

We stuffed our hammocks, etc., into the jagged holes in the forward mess deck, closed the watertight doors—and hoped for the best.

This was done after we went astern to pick up the survivors of the Janus. We then crept back to Naples, going astern all the way there, after having a temporary bulkhead welded on, we sailed to pick up a six-knot convoy from Bizerta to Gibraltar, again going astern.

We arrived at Gibraltar only just in time, for the bulkhead was beginning to give way. The dockyard tugs were on hand and they soon had us

(Continued in column 3)

SHIPS OF THE ROYAL NAVY

H.M.S. Nubian

No. 92



Served the Navy well

OVER 250 N.A.A.F.I. staff and officials gathered together at Portsmouth on June 14 to honour Mr. A. S. Knight, O.B.E., Command Supervisor, on his retirement from the Naval Canteen Service after 46 years' service. Mr. Knight retired on June 30.

During a memorable supper dance, Mr. Reginald Elliott, Canteen Manager, H.M.S. Mercury and Miss Pauline Grainge, a shorthand typist from N.A.A.F.I. Headquarters, presented to Mr. Knight, on behalf of the N.A.A.F.I. staff, a miniature model greenhouse, suitably engraved, it not being possible to present the actual greenhouse which had been subscribed to by all staff in the Portsmouth Command. A bouquet was presented to Mrs. Knight.

Mr. Knight joined as a Junior Canteen Assistant on February 8, 1917, at Aldershot, transferring to the Naval side of N.A.A.F.I. on October 21, 1920. He saw service in H.M. Ships Sandhurst, Diomedes, Cairo, Princess Margaret, Royal Sovereign, King George V, Vulcan, Benbow, Cornwall, Douglas, Berwick, Erebus, Comus, Norfolk, Bellerophon and Furious.

In September, 1936, he was promoted to Warehouse Manager, Home Fleet in April, 1937, he was appointed

Acting Home Fleet Superintendent, being appointed Fleet Canteen Superintendent, Mediterranean Fleet in May, 1939. He was at Alexandria until September, 1942, and was then posted to Durban as Naval District Manager. In February, 1944, he was attached to N.A.A.F.I. Headquarters as Superintendent, N.C.S. Warehouses.

In August, 1947, he returned to the Mediterranean as Fleet Canteen Superintendent. Promoted to Senior District Manager in September, 1949, he served at Portsmouth until January, 1952, when he was promoted to Command Supervisor and posted to The Nore, returning as Command Supervisor, Portsmouth in December, 1954.

Mr. Knight was made an O.B.E. in the New Year Honours List, 1960.

H.M.S. Nubian, a ship of the "Tribal" class, (the others of the class being Ashanti, Eskimo, Gurkha, Mohawk, Tartar and Zulu), was built in H.M. Dockyard, Portsmouth, being launched by Lady Holland-Martin, wife of Admiral Sir Derik Holland-Martin, K.C.B., D.S.O., D.S.C. and Bar, wife of the then Flag Officer Air (Home) on September 6, 1960, and completed on November 22, 1962.

The "Tribal" class General-Purpose frigates are designed to fulfil economically all the functions of frigates rather than to have an outstanding performance in any specialised role, but capable of meeting the main escort functions of anti-submarine protection, anti-aircraft defence and aircraft direction. These versatile ships have two funnels and undertake duties formerly undertaken by destroyers.

Displacing 2,700 tons (full load), Nubian is 360 ft. in length (o.a.) with a beam of 42½ ft. Her guns are two 4.5 in. and two 40mm. Bofors A.A. She has one Limbo three-barrelled depth-bomb mortar and carries a helicopter for anti-submarine reconnaissance.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

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Major-General H. Lange, Inspector-General of the Royal Swedish Coast Artillery, visited the Portsmouth Group Headquarters and Royal Marine Barracks, Eastney, on June 25.

(Continued from column 2)

safe in a dry dock. There we were fitted with new bows, anchors, and so on.

We of the ship's company were kept very busy while repairs were under way, but we had a week's rest up on the Rock with the Army, for which we were very grateful.

AT NORMANDY LANDINGS

Eventually the Jervis found her way home in time for the Normandy landings, and soon after that I sailed to Belfast in her to pay off.

Maybe you can tell me what happened to that grand ship after all that. Yours, etc.—E. T. GREENSLADE, ex-Able Seaman, Walworth, S.E.17.

[The writer is quite correct, H.M.S. Jervis was broken up in 1948.—Editor.]

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... H.M. King George V's barge was followed by contingents from all services connected with the sea including the Royal Navy, the Royal Naval Reserve, Royal National Lifeboat Institution, Coastguards Training ships, Fishermen, Sea Scouts, and Mercantile Marine units.

Shipmates Hygate, Nice and Bowles produced two floats for the carnivals. One of the floats was of a fishing vessel, suitably named "Queen of the Mole" and, armed with a stirrup pump, spectators en route were gently sprayed.

With the co-operation of the R.N. and R.M. Careers Officer, of Thornton Heath, the other float advertised the Royal Navy, the Royal Marines, the Women's Royal Naval Service and Queen Alexandra's Royal Naval Nursing Service, and, decorated with flags and posters looked very effective—the Royal Naval Association crest displayed on the front of the float.

There was also a shop window display, arranged by the branch, and displayed by the Careers Officer.

A Royal Naval Display Van was in attendance and gave great pleasure to the crowds.

archives through the kindness of Cdr. W. R. Bull, D.S.C., D.S.M., Royal Navy, of Bridlington, Yorkshire.

It is a programme of the River Procession (Sea Services Commemoration) held on the Thames on August 4, 1919, in which well over 140 boats, (barges, launches, picket boats, etc.), took part. Cdr. Bull was then a Petty Officer, (Captain's Coxswain) in the picket boat of the Naval Officer-in-Charge of the procession. The procession was nearly a mile in length and was from London Bridge to Cadogan Pier, Chelsea, and took nearly an hour to pass.

H.M. King George V's barge was followed by contingents from all services connected with the sea including the Royal Navy, the Royal Naval Reserve, Royal National Lifeboat Institution, Coastguards Training ships, Fishermen, Sea Scouts, and Mercantile Marine units.

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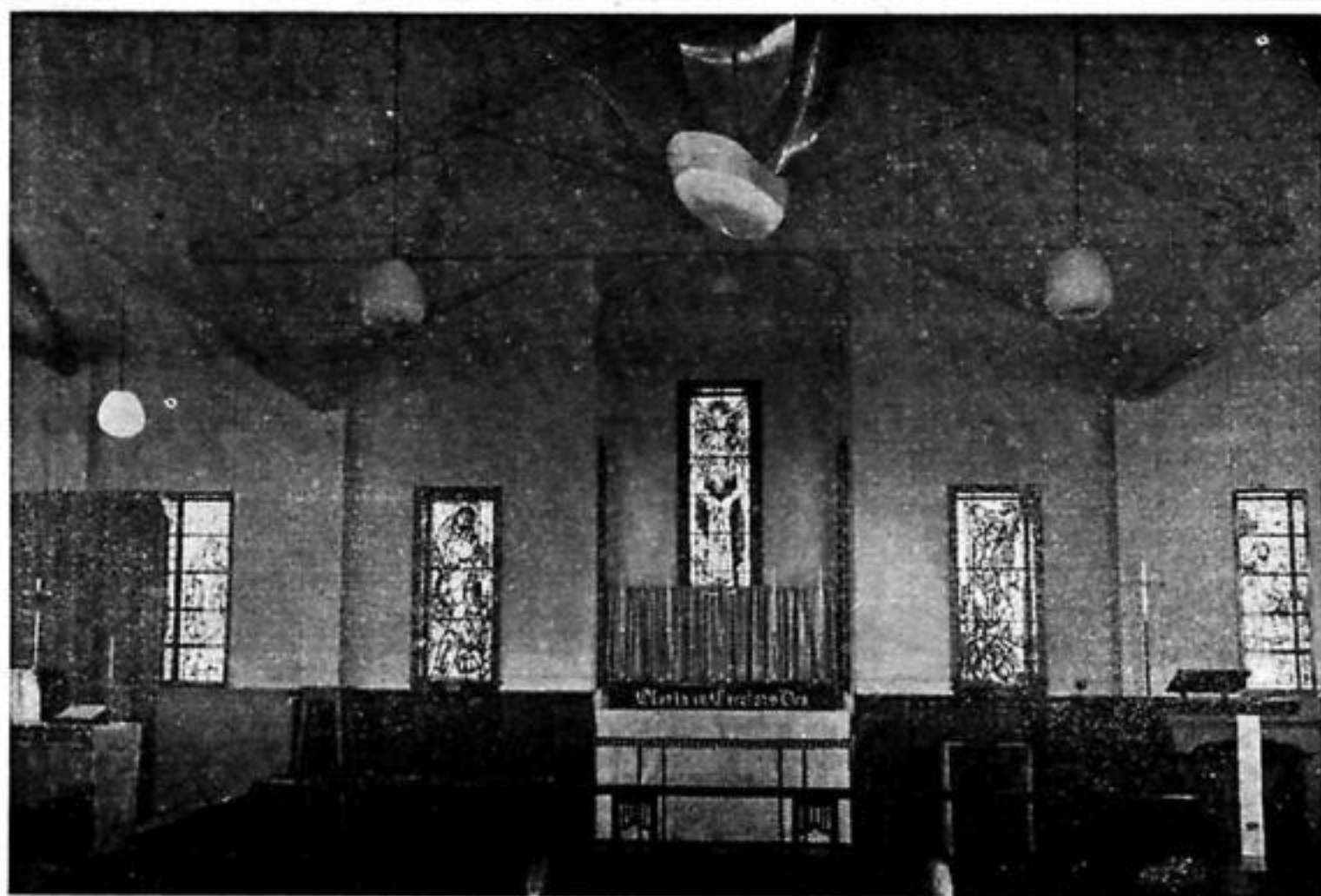
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The Church of St. Christopher at H.M.S. Condor at Arbroath

Loveliest Church in Fleet Air Arm

H.M.S. Condor, the naval air station two miles to the north of Arbroath, is not an active air field with all the noise and bustle that are associated with the usual air station, but is a training establishment, and from all parts of Great Britain the men who are to play such an important part in keeping efficient the aircraft of the Navy, come to learn their jobs.

For some, the training is a mere four months, but others stay for two years. Leading rates and petty officers do their qualifying courses. Naval Airmen are trained there and, at Condor, the aircraft artificers complete their long training which started in H.M.S. Fisgard.

In addition, courses ranging from "Instructional Technique" to "Business Management" are carried out.

RAILWAY STATION CHAPLAIN

From all this activity it will be obvious that Condor is a "parish" with an ever-changing population. The chaplain may sometimes feel that his job is rather like being chaplain of King's Cross or Paddington, for the many changes make life difficult at times. Often a young man is just beginning to be a useful member of the community when he has to leave to start life afresh in another ship or establishment.

However, Condor is a busy place and one where the Church plays an important part. Those in H.M.S. Con-

dor claim, with pride, that they have the loveliest church in the Fleet Air Arm.

As one enters the main gate the first thing seen is the church, dedicated to St. Christopher. Only last year the church was enlarged and then dedicated by the Chaplain of the Fleet in the presence of H.M. The Queen Mother.

Inside the church the feeling is one of lightness and colour. Most of the fittings inside the church were made at H.M.S. Condor and it is not surprising that those in the air station are proud of their church.

In some parishes the people are proud of their church and will do anything for it except go to it. That is not the case in Condor. The church is well used. It is not regarded as something which goes on only on Sundays and offers nothing during the week. There are services every day. Holy Baptism is administered regularly and quite a few weddings take place.

BUSY YOUTH CLUB

In addition to the religious instruc-

tion given to apprentices and junior ratings under training. Confirmation classes and so on, the Chaplain runs a Youth Club, the attendances at which vary from 50 to 150. The club has proved to be so popular that it is hoped to build a permanent place for the club to meet.

Although Condor is but a small part of the Royal Navy those there feel that they are contributing a valuable part to it. Likewise those connected with the church realise that they are but a small part of the family of the Church, but by PRAYING together on Sundays (and other days, too) and then PLAYING together during the week, the influence of the Church reaches out into every part of the normal work-a-day life.

In Memoriam

Peter Helliwell, Ordinary Seaman, P/056441, H.M.S. Trafalgar, Died May 13, 1963.

James William Hinson Hardy, Naval Airman 1st Class, L/F. 944955, H.M.S. Ark Royal, Died May 30, 1963.

Lieut. Paul Austin, Royal Navy, H.M.S. Hermes, Died May 31, 1963.

Acting Sub-Lieut. Christopher John Bynoe, Royal Navy, H.M.S. Hermes, Died May 31, 1963.

Eric McKenzie, Petty Officer, P/JX. 830709, H.M.S. Cochrane, Died June 5, 1963.

Gordon Keith Bartlett, Stores Chief Petty Officer, P/MX. 744104, H.M.S. Hermes, Died June 9, 1963.

Admiral of the Fleet Viscount Cunningham of Nynhove, K.T., G.C.B., O.M., D.S.O. and two Bars, L.L.D. Died June 12, 1963.

School of Music Band in France

THE Band and Drums of the Royal Marine School of Music spent a week, June 4 to 11, in France, performing the ceremony of Beating Retreat on three occasions before large crowds.

The first important engagement of the band was to have been at the British Embassy on June 6, but the reception was cancelled because of the death of the Pope. The next day the band played for the British Inter-Services parade held in the N.A.T.O. Headquarters at Camp Guynemer, Fontainebleau in honour of the Queen's birthday. The same evening the band played for a British reception given at SHAPE at Versailles, and performed the ceremony of Beating Retreat.

On June 8 the band played in the Salle des Colonnnes in the Chateau de Fontainebleau giving a performance similar to that given the previous evening, and beat retreat in the

(Continued in column 4)

FIRST LORD OPENS BRITANNIA HOUSE

New quarters for ratings at Gibraltar

OVER two years' endeavour by the Gibraltar Naval Trust and those associated with it came to fruition on May 7 when the First Lord of the Admiralty, Lord Carrington, performed the opening ceremony at Britannia House, Gibraltar, where 16 families are now housed in a block of new flats.

The First Lord, after cutting the tape on the entrance hall, spoke to all the tenants, and Lady Carrington planted a hibiscus tree to mark the occasion.

The flats, which are on Admiralty ground, were built under the "Investor Scheme," in which the Gibraltar Naval Trust is the investor to the tune of some £47,000.

The Gibraltar Naval Trust was originally established in 1940, out of profits from the Naval Cinema which, after a somewhat chequered history of over 30 years, was sold in 1960 and, although now a civilian commercial venture, is still known as the Naval Trust Cinema. The sale of the cinema enabled the Trustees (the Flag Officer, Gibraltar, the Base Supply Officer and the Commanding Officer, H.M.S. Rooke) to back the much-needed housing project.

The foundation stone of the new building was laid by the Princess Royal when she visited Gibraltar in February, 1962.

COMMEMORATION PLAQUE

A plaque in the entrance hall states that the flats may be occupied only by serving naval ratings and Royal Marines and their families.

Thousands of naval men will remember the Naval Cinema at



The opening ceremony. Left to right: Cdr. A. G. Watson, R.N. (Commanding Officer, H.M.S. Rooke), Lord Carrington, Lady Carrington and Cdr. J. H. M. Cole, R.N. (Base Supply Officer)

Gibraltar. This was opened in 1931 and originated as the result of the personal enterprise of an officer then serving in the Gibraltar depot ship, H.M.S. Cormorant—Paymaster Lieut.-Cdr. (now Capt.) Thomas Hurst Trust—who pledged a large sum of his own money towards it. Later, in 1940, the Base Supply Officer, Paymaster Cdr. (late Capt.) John Douglas Wales Rogers established the Trust Fund. During the 30 years' life of the cinema successive Base Supply Officers gave their services free as managing trustees. It is to the services of all these officers, and in particular Capt. Trust and Rogers that the existence of Britannia House is attributable.



Lord Carrington speaks to some of the tenants. Left to right: Cdr. A. G. Watson, R.N., C.P.O. G. E. Licence, Mrs. Licence, Mrs. Tuppen (partly hidden), C.P.O. R. A. Tuppen and C.P.O. R. Trimby

(Continued from column 3)

cobbled Cour Ovale adjacent to the Salle des Colonnnes.

On Sunday, June 9, the band marched through the town of Fontainebleau in brilliant sunshine,

crowds of week-end visitors witnessing the Beating Retreat ceremony in the Cour du Cheval Blanc, where the Emperor Napoleon said goodbye to his troops before embarking for exile in Elba in 1814.

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The Royal Hospital School has a new Boathouse

The boys of the Royal Hospital School, Holbrook, returned for the start of the Summer Term on May 2, and immediately settled down to prepare for a busy term. The new boathouse had been completed, and on May 14 Rear-Admiral I. W. T. Beloe, D.S.C., Flag Officer, Medway, came to carry out the opening ceremony.

The Admiral, who was accompanied by the Director of Greenwich Hospital (Mr. H. D. Samuel) and the Headmaster (Mr. N. A. York), was greeted with full ceremony and inspected the Guard and band, paraded on the roadway adjacent to the boathouse. The boys were drawn up in the boathouse pen and the Director called upon the Admiral to open the boathouse, a ceremonial key being handed to the Admiral for this purpose.

CHANGES AT THE SCHOOL

Rear-Admiral Beloe afterwards proceeded through the boathouse to the pen, where he addressed the School and expressed appreciation that, despite being involved in a heavy programme of expenditure (the modernisation of kitchens and addition of new classrooms, both of which had been completed recently, and extensive modifications of the boarding houses due to begin shortly), the Board had nevertheless been able to give their sanction to the building of this new boathouse, so emphasising the importance which they attached to the activities which spring from it.

The encouragement of sailing and boating activities among the boys was a part of the general aim to foster and develop their self-reliance, a quality generally desirable in all boys and particularly in those from the Royal Hospital School who, in many cases, made the Services their career.

Admiral Beloe then inspected the new boats and other boats which had been drawn up on the slipway and called upon the boys to launch them, before going aloft himself in the School's motor-cutter for a run on the River Stour, where he watched the school whalers, Fireflies and 14 ft. R.N.S.A. dinghies sailed and handled by the boys.



Rear-Admiral Beloe talking to some of the crews immediately before giving the order to launch the boats

The addition of the new boathouse will be a great asset and permit this pleasant pastime to develop more rapidly; it is hoped very shortly that the School will also have its own canoeing section.

AWARD SCHEME

At the end of May a large section of the boys who were participating in the Duke of Edinburgh Award Scheme, together with others from both East and West Suffolk, put on a display in Ipswich for the visit of His Royal Highness to the county.

This event was held at Thurlston Modern School, Ipswich, in glorious weather.

The scheme—which is a personal challenge from the Duke of Edinburgh to any boy or girl to measure himself or herself against standards at each stage of award—was well displayed and all sections of this competition were seen by the Duke during the afternoon.

Boys competing for their Silver Award, and also some for the coveted Gold Award, were fortunate enough to talk to the Duke, who was especially interested in all their activities.

He told the boys that he had, in fact, flown over the Royal Hospital School and had a particularly fine view of it. It is hoped that being able to participate on this memorable occasion, will spur the boys to even greater achievements in the Award Scheme.



Some members of the ship's company of H.M.S. Oracle in Cork Harbour



Lieut. W. J. Brett, of the Eire Naval Service, shows the way when it comes to kissing the Blarney Stone (note the distance to the path below)

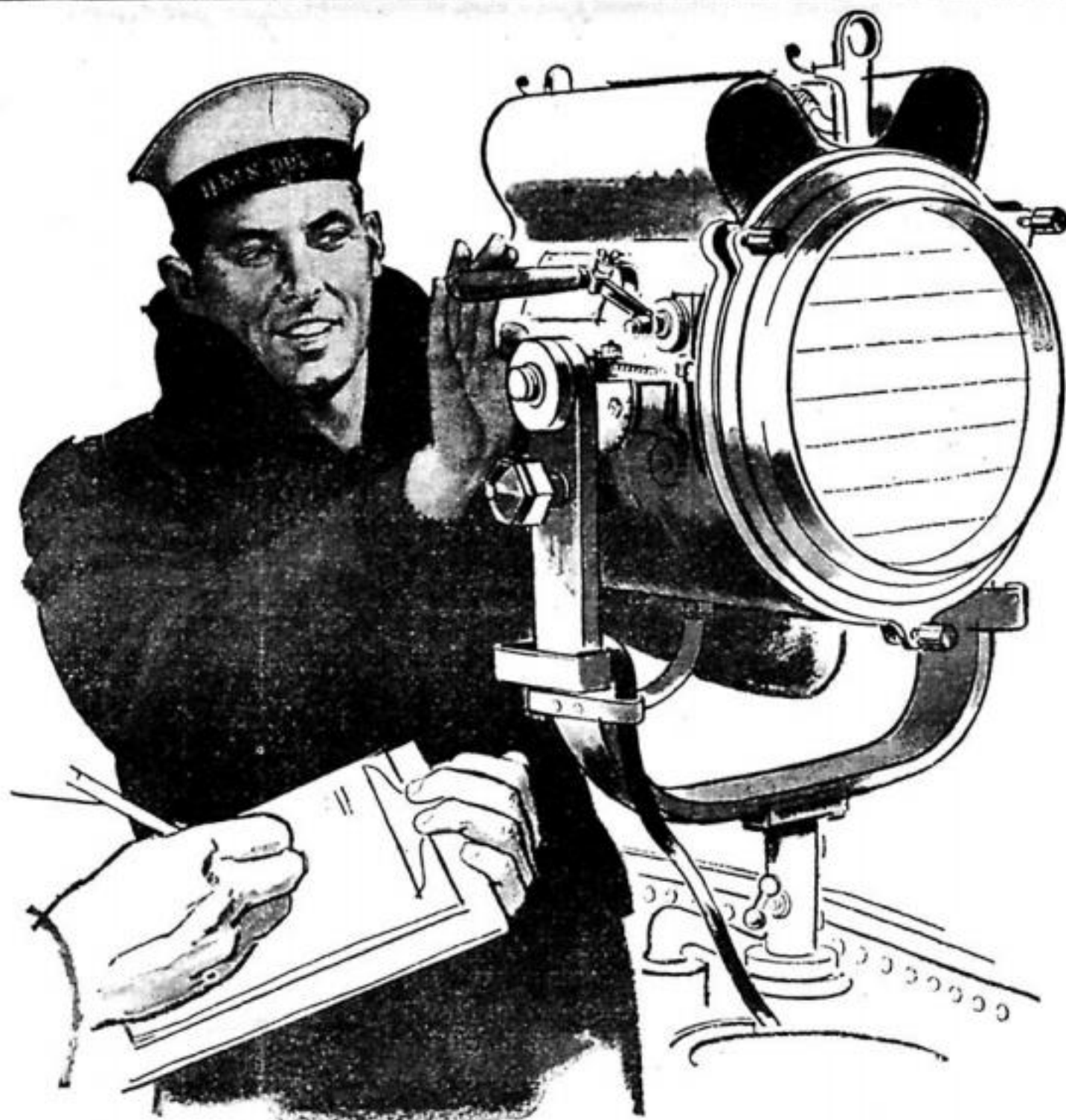
Oracle and Totem visit Cork

H.M.S. ORACLE (Lieut.-Cdr. J. B. Hervey, R.N.) and H.M.S. Totem (Lieut.-Cdr. B. O. Forbes, R.N.), two submarines of the First Squadron, recently paid a courtesy visit to Cork during the Whitsun holiday.

On the day of arrival, the Commanding Officers were received by the Lord Mayor, Mr. Sean Casey, who very kindly came on board H.M.S. Oracle later the same day to meet the officers of both ships.

The ships' companies of the submarines were looked after wonderfully well by everyone they met throughout their stay; the very thriving Cork and County Branch of the Royal Naval Association being especially kind in arranging a most successful dance on the first night in harbour.

Another much enjoyed feature of the visit was a coach trip of 160 miles round the lovely countryside of West Cork, organised by the Lee Valley Branch of the British Legion. This tour, which took place in perfect weather, also included stops at two hotels whose proprietors turned out to be ex-submarine Chief Stokers. "Steve" Donoghue, who many readers will remember as the one-time drafting Chief Stoker in H.M.S. Dolphin, proved to be the owner of the Owenshincha Hotel; and Mr. Sullivan in Baltimore, who, although of an earlier generation, soon confirmed that he had not forgotten the most important ingredient of a good submarine run ashore—by producing large quantities of free beer.



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P.C.74 goes to rescue of submarine damaged in Portland Race

APPOINTED TO A FLEET DESTROYER

[Continuing the story of his career, Neptune, who joined the Royal Navy as a Young Seaman in 1904, was, in 1927, in command of H.M.S. P.C.74 at Portland. In the June issue Neptune wrote of the A/S work carried out by his ship and of the sad occasion when he was called upon to carry out a burial at sea.]

ALTHOUGH I had not known the Commander whose body had just been committed to the sea, I had a feeling of great personal loss, especially as I turned H.M.S. P.C.74 on a course to take us back to harbour and saw the many wreaths floating on a calm, restful sea, with a cloudless sky overhead. Such a ceremony is not experienced frequently in H.M. Ships. It was very noticeable that a feeling of awe had entered the hearts of all the ship's company.

P.C.74 reverted once more to normal instructional work. There were ups and downs, periods of frustration, but on the whole the progress of each day of training Asdic Operators (today known as Sonar Operators) could be viewed with an inward feeling of satisfaction. At sea I was very happy with my ship. She had a good turn of speed and was easy to handle even if she did roll excessively. But on returning to harbour and berthing in the Penns when a strong westerly wind was blowing, I often had quite a few anxious moments.

Although as I have said training programmes were usually carried out without mishap, I had one particular exercise which might have had disastrous consequences. I had been scheduled to exercise with a submarine of the "R" class, and these vessels were very fast when submerged. "Area F" had been allocated for the exercise. It was a large area, extending well to the westward of Portland Bill, embodying practically the whole of West Bay. The day's programme provided for three runs each of one hour's duration, the submarine being unrestricted as regards course and speed. Two runs were carried out satisfactorily, the submarine surfacing at the end of each run. There was a moderate sea, with a strong south-westerly wind; a haze hung over the land, but the visibility was reasonably good. As regards weather conditions, there was no cause for anxiety.

CONTACT LOST

The submarine submerged for the third run in accordance with instruc-

tions. Asdic contact was soon lost and not regained during the exercise. At the scheduled time, five minutes before the end of the exercise, P.C.74 stopped engines and commenced "tapping hull." In a short space of time P.C.74 was lying beam to sea, and rolling very violently, but I dared not work the engines until the submarine had surfaced. Meanwhile, time was passing—five, 10, 15 minutes and no signs of the submarine.

Explosive charges were now fired as a signal to the submarine to surface, but there was no response. I was, indeed, very much alarmed. Then, after 20 minutes of great anxiety, and with P.C.74 rolling at a dangerous angle, the signalman observed quite close to Portland Bill, a flashing lamp calling us up and a signal was received which read: "I have hit the Bill. My steering gear is out of action." It certainly relieved my tension to know that, at least, she was afloat although in difficulties.

IN THE 'RACE'

P.C.74 proceeded at speed to investigate. By the time I got to within hailing distance, the submarine had drifted into that turbulent stretch of water, east of Portland Bill, known to all mariners as "The Race," where, indeed, a heavy sea was running. The day was now well advanced. The submarine was in an awkward and uncomfortable position and unable to use her engines and there were not many hours of daylight left. I signalled to the Captain-in-Charge, Portland, and requested the immediate assistance of a tug. Meanwhile preparations had been made to

endeavour to take the submarine in tow.

H.M.S. P.C.74, now moving at slow speed, was rolling and pitching much more violently than the submarine. However, a heaving line with wire attached was got across successfully and all looked well, when the submarine gave a heavy roll. The rating with the eye of the wire in his hands lost his balance; the wire, with a large shackle through the eye, slipped out of his hands and became wedged between the hydroplane and hull of the submarine.

What a predicament we were now in! Both ships were bobbing about like corks and it was impossible to keep one's balance. The submarine was completely helpless, at the mercy of the sea, and P.C.74 secured to her by the wire jammed by the hydroplane, thus limiting the manoeuvrability of my ship.

P.C.74 DAMAGED

Fortunately, the tide was east-going, which carried us away from Portland Bill. Another wire was quickly prepared and I decided to make another attempt. I backed P.C.74 close to the bow of the submarine and just got another line across when suddenly a big wave came rolling along; the stern of P.C.74 was lifted high in the air and the next moment crashed down on the solid structure of the submarine's bow, splitting the plates of P.C.74 rather badly under the poop, but fortunately above the waterline.

SAILORS IN THE MAKING By NEPTUNE

It was difficult to use the engines with any speed to manoeuvre freely and it was with much reluctance that I decided to give up the attempt. The fouled wire was cut through with an axe. P.C.74 stood by the submarine until the arrival of the tug. It was nearly dark, but we had now drifted clear of the turbulent Race and the tug had little difficulty in taking the submarine in tow.

P.C.74 returned to harbour. It was now dark and stormy, with a strong westerly wind. Our berth was the outside windward berth of the Penns and P.C.74 appeared to have become quite petulant, and berthing under the prevailing weather conditions just added to the experiences of a very trying day. What a relief it was to "ring off" the engines and relax.



H.M.S. P.C.74 berthed in the Penns at Portland in the berth usually occupied by H.M.S. Heather.

The ship's company had worked splendidly under the most trying and dangerous conditions. They, too, were pleased to be able to relax and have a meal as it had been quite impossible to think about food during the day. It is under such conditions that British seamen are seen at their best. A spirit of loyal comradeship prevails; there is no spoken word, but there is an atmosphere of complete understanding which is felt instinctively by all, every man ready to accept personal risks to help overcome difficulties as they arise. Experience is a great teacher. How to act when a mishap suddenly occurs cannot be learned from a book. In emergency we are all guided by an unknown power, which makes many realise that however many years of our lives we have spent at sea, we are, one and all still "sailors in the making."

The outcome of this mishap was a court of inquiry, which I attended as a witness. What the actual findings were I never knew, but shortly afterwards the commanding officer of the submarine was relieved. The damage done to P.C.74 was not very extensive and was quickly repaired at Portland, without holding up the training programme.

As the year 1928 was drawing to a close, I began to think of the future. I had been in command of H.M.S. P.C.74 much longer than any of my predecessors. In spite of the waywardness of this little ship, I had managed to keep her out of any serious trouble and enjoyed handling her under some very difficult conditions.

A NEW APPOINTMENT

There were still a large number of officers unemployed. My worry had been "Will I become one of them?" or "Shall I be condemned to what would be a living death, appointed to a reserve group of destroyers?" It was just a question of "wait and see," and with such thoughts in my mind I proceeded on Christmas leave. To my great joy and delight, my doubts were set at rest while on leave by the receipt of an appointment as "Lieutenant-Commander in Command" of H.M.S. Stormcloud, a fleet destroyer of the 8th Destroyer Flotilla, on the China Station.

What an uplift this news gave me! I felt that it was a very great honour to receive such an appointment. My greatest ambition was to be realised. It also gave me great pleasure to know that I would be again on the China Station, where I had served for two years as ordinary seaman and able seaman, and where I had received encouragement and the opportunity to pass for leading seaman. Now I was a lieutenant-commander of four years' seniority. Much water had flowed under the bridge during that period of nearly 21 years. Many changes had occurred. My ambitions, in those far-off days, were, perhaps to rise to the rank of warrant officer and, indeed, I had risen to that rank before I had the honour of being

selected for a commission in the rank of mate.

FAREWELLS

I returned to Portland from Christmas leave in fine fettle. My relief arrived and I turned over my command on January 18, 1929. Again there was the ordeal of saying farewell to members of my ship's company who had served me so well for three weeks under two years. They had helped me to gain great experience.

The late Admiral Murray, who had been my Divisional Commander in the 6th A/S Flotilla, when I was First Lieutenant of H.M.S. Wessex, was now the Captain of the Anti-Submarine School, H.M.S. Osprey, at Portland. When saying farewell he expressed his pleasure at the good appointment I had received. So away I went on foreign appointment leave. It was fortunate that I was able to complete the arrangements for my son (who was now 17 years old) to take the examinations for entry into the Royal Navy as a cadet (Public School Entry) during 1929.

On Friday, February 13, 1929, I set off by road for Plymouth, and nearly met my Waterloo.

(To be continued)

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer rate:

To Chief Petty Officer
JX354580 R. Flanagan, JX384041 D. F. Keatinge, JX44968 E. W. Marden, JX150374 A. H. Robinson, JX646049 R. J. Bennett, JX292577 R. G. Beck, JX929291 C. E. Brumpton, JX660823 B. Ainsley, JX660389 J. T. R. Coates, JX646205 C. A. Fray.
To Master-at-Arms
MX804671 E. W. Ford
To Chief Sallmaker
JX620358 V. C. C. Debenham.
To Chief Petty Officer Writer
MX886282 P. J. Denehan, MX863405 E. A. McMahon, MX877141 J. K. Metrick.
To Stores Chief Petty Officer (V)
MX810288 J. D. Milcov, MX871593 A. G. Trigg.
To Stores Chief Petty Officer (S)
MX875384 C. M. Blake.
To Chief Petty Officer Cook (S)
MX852411 L. T. Collins.
To Chief Petty Officer Cook (O)
MX873446 K. Fraser.
To Acting Chief Engine Room Artificer
MX925002 F. G. Chiverton, MX842907 R. G. Casterton, MX902271 P. Godfrey, MX887694 A. S. Mathewson, MX887968 J. M. C. Elliott.
To Acting Chief Mechanician
MX898175 B. P. Nicholas, KN770359 A. G. Sutton, KN907070 T. H. Smith.
To Chief Shipwright Artificer
MX861595 W. G. J. Gray.
To Chief Blacksmith
MX844515 G. Thomson.
To Acting Chief Ordnance Artificer
MX902615 R. I. Barnett, MX915730 W. W. Lyon.
To Chief Engineering Mechanic
MX892081 W. H. Rudoe, KN821234 S. B. Allison, KN761954 C. G. Aldrich, KN836699 E. J. Butler.
To Acting Chief Electrical Artificer
MX857799 R. Roberts, MX902514 M. A. B. Mace, MX645968 C. J. French, MX57649 R. J. Wynn.
To Acting Chief Electrical Mechanician
MX873450 F. Noon.
To Chief Electrician
MX895469 J. O. Vateria.
To Chief Radio Electrician
MX914940 J. Lunt, MX903696 R. Foxell.
To Chief Radio Supervisor
JX661392 I. E. Lamkin, JX292184 W. P. Henderson.
To Acting Chief Aircraft Mechanician (O)
L/FX895297 P. A. Rayner.
To Chief Air Fitter (AE)
L/FX803219 R. Proctor, L/FX858565 G. J. Appleby, L/FX788647 T. D. Probert.
To Chief Wren (Writer) (P)
107622 J. M. Raven.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172 a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.



Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.

Send this coupon to 246 Bishopsgate, London, E.C.2

Please send me details of the Progressive Savings Scheme

Name

Address

Age next birthday

Age next birthday

NEPTUNE'S SCRAPBOOK



A memorial service for Admiral of the Fleet Viscount Cunningham of Hyndhope will be held in St. Paul's Cathedral at noon on Friday, July 12.

Rear-Admiral I. L. T. Hogg, D.S.C. and Bar, is to be Flag Officer, Medway, and Admiral Superintendent, H.M. Dockyard, Chatham, in succession to Vice-Admiral I. W. T. Beloe, C.B., D.S.C., the appointment to take effect in December, 1963.

Cdr. G. M. Fletcher, A.M.I.Mech.E., M.I.Mar.E., R.N., of Southdown Road, East Cosham, was made an O.B.E. in the Birthday Honours, "for services rendered to Commodore Naval Drafting." Cdr. Fletcher was a survivor from H.M.S. Manchester and spent three months as a prisoner of war in Italy.

The Royal Naval Supply Officers' Annual Dinner will take place in the Painted Hall at the Royal Naval College, Greenwich, on Thursday, August 1. Representative supply officers of the R.N.R. and from the Commonwealth Navies are being invited as guests. All supply officers are eligible to attend the dinner and junior officers are most welcome. The cost of the dinner will be 42s. (including wine at dinner). Overnight accommodation up to a maximum of 80 can be provided in the College at an additional charge of 6s. Applications should be made to the Hon. Secretary, R.N.S.O.s' Dinner, c/o S.D.O.G.C. R.N. College, Greenwich, S.E.10, enclosing cheque for 42s. or 48s.

Mr. G. S. Hardy of Malins Road, Portsmouth, received his 40 years' Long Service Award on June 24 at the N.A.A.F.I. Headquarters, London. Mr. R. A. L. Cohen, O.B.E., Chairman of the Board of Management presented Mr. Hardy with a Hi-Fi Radiogram. Since 1946 Mr. Hardy has worked at the N.A.A.F.I. Warehouse, Portsmouth, Ships in which he served were H.M.S. Fox, (Northern Russian Waters), Comus, Cairo, Warspite, Vindictive, Barham and Rodney. He

saw service in the Second World War in R.F.A. Store Ships City of Dieppe and Fort Duquesne until posted to H.M.S. Arethusa as Canteen Manager until the later part of the war when he served at the Naval Depot, Lyness, Orkneys.

H.M.S. Tartar, the Devonport Dockyard built "Tribal" class General Purpose Frigate (Cdr. B. C. G. Hutchings, R.N.), visited the Pool of London from June 24 to 28, for "adoption" by the Borough of Finchley. The adoption continues a link with the Navy begun during the Second World War when the previous Tartar was adopted in 1942 and kept supplied with 'comforts' during the war.

EXERCISING IN THE MED.



This photograph shows the aircraft carrier H.M.S. Ark Royal and the guided missile destroyer H.M.S. Devonshire exercising together for the first time recently in the Mediterranean. H.M.S. Devonshire has since returned to Portsmouth.

GALLANTRY AWARDS

Took lighters along unknown, winding shallow rivers

HOSTAGES RESCUED

THE actions of officers, ratings and other ranks of the Royal Navy and Royal Marines during the initial fighting against Brunei rebels last December, when hostages were rescued shortly before they were to be hanged, has been marked by the first gallantry awards to be made as the result of operations against terrorists in North Borneo and Sarawak.

Awards have been announced as follows—Distinguished Service Cross—Lieut. David Ormond Willis, R.N., Bar to the Military Cross—Capt. John Jeremy Moore, M.C., R.M., Distinguished Service Medal—Petty Officer Engineering Mechanic Patrick John Dennis Kirwin, Military Medal—Cpl. William John Lester, R.M., and Cpl. Robert Croft Rawlinson, R.N., Mentioned in Despatches—Lieut.-Col. Ernest Robert Bridges, O.B.E., R.M., Lieut. Harry Mucklow, R.N., Instructor Lieut. Geoffrey Colin George, B.Sc., R.N., Cpl. Angus Arthur Cameron, R.M., and Marine Bryan Albert Underwood, R.M.

Most of these awards relate to the

was in command of "L" Company, 42 Commando, during this assault. To avoid casualties among the hostages and the local townspeople in Limbang he had to approach in the unarmoured lighters using the minimum of fire.

With disregard of heavy fire from some 150 rebels at a range of 30 yards, Capt. Moore and his company stormed their position, causing the enemy to flee in disorder, leaving behind the hostages who had been expecting to hang. The Commando Company suffered the loss of five killed and six wounded, but throughout the assault and during the subsequent clearance, Capt. Moore showed coolness and courage.

LEFT PLACE OF SAFETY

Petty Officer Kirwin was a member of the crew of one of the two lighters and when his craft came under heavy rebel fire he left the safety of the engine room, grasped his automatic weapon and engaged the rebels himself at very close range.

Cpls. Lester and Rawlinson each commanded a section of No. 5 Troop, 42 Commando, in the assault on Limbang. Cpl. Lester dashed forward as soon as his open river craft came under fire from a range of 30 yards and his instant reaction inspired his section, who all charged straight towards the enemy and over-ran their position.

Cpl. Rawlinson was wounded by buckshot fired at close range early in the action. Although in great pain he successfully led his men through



Lieut. David Willis, R.N., won the Distinguished Service Cross

night of 11/12 December, 1962, when a Company of Royal Marines of 42 Commando sailed in two Royal Naval lighters to carry out an assault on Limbang, Sarawak, where five civilians were held as hostages by the rebels.

HEAVY FIRE

The two lighters were under the command of Lieut. Willis, whose task included the navigation along 16 miles of unknown, winding, shallow rivers. When he closed the bank to land the assault Commandos, his craft were heavily fired on from prepared positions, his coxswain fell wounded at his side and another seaman was shot on the bridge.

Lieut. Willis took the wheel himself, took his craft alongside and, having landed a proportion of the assaulting Marines and seeing the remainder were pinned down by rebel fire, moved his craft to another landing where they were able to disembark.

Capt. J. J. Moore, who won the Military Cross with the Royal Marines in action against terrorists in Malaya,



Cpl. W. J. Lester, R.M., won the Military Medal

intense fire and cleared the rebels from his side of their carefully prepared position. Again fighting his way through heavy fire he attacked the enemy on his flank, putting them to flight. He then followed up the retreating enemy into the jungle and only after he was satisfied that the fight was over allowed himself to be evacuated.

Lieut. Mucklow is the commanding

officer of H.M.S. Chawton, one of the two ships initially sent to Brunei and, by improvisation and leadership, played a vital part in assisting 42 Commando and the 1/2 Gurkha Rifles in furthering their military aims. He worked almost without sleep for the first week, showing a fine display of stamina and leadership.

Four nuclear-powered submarines for the United States Navy were launched on June 22—three, the Polaris submarines Tecumseh, Daniel Boone and John Calhoun, all 7,000 tons, and the attack submarine Flasher, 3,750 tons.



P.O. Engineering Mechanic Patrick Kirwin—won the Distinguished Service Medal

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The Men of the Royal Navy have supported and administered their own fund since 1922. During that time £3,114,032 has been expended in grants to serving and ex-serving Naval men, their families and dependants who were in necessity or distress. £622,874 to kindred organisations and Children's Homes; and £387,025 for training and finding employment.

RNBT maintains its own Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

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Members of the ship's company of H.M.S. Albion, led by four pilots of 845 Naval Air Squadron, dancing the Furry Dance on the flight deck whilst the ship was operating off the coast of North Borneo

Borneo Coast Grey Phantom makes seventh trip

IN the June issue of "Navy News" reference was made to H.M.S. Albion's sixth visit to North Borneo since arriving on the Far East Station in December last year. The "Grey

Phantom of the Borneo Coast" has since made her seventh trip to Borneo, primarily a trooping run with the 1st Bn. The Queen's Own Highlanders (plus bands) as passengers on the outward journey and the 1st/7th Gurkhas on the return journey to Singapore. The commando ship docked at Singapore on May 16.

THE FURRY DANCE

Although there were only a few

members of 845 Squadron on board, those few did not forget their past associations with the Royal Naval Air Station at Culdrose, Helston, Cornwall, when it came to May 8—Helston's Furry Day—and during the first dog Lieuts. Willis and Rowe led members of the ship's company in the Furry Dance and completed, with increasing efficiency, one circuit of the flight deck. Playing for the dance was the band of the Queen's Own Highlanders. Lieut. Willis was a "natural" for this event, as not only is he Helston-born-and-bred, but he also had the honour to lead the midday Furry Dance in Helston in 1961.

On May 9, whilst anchored in Brunei Bay, Stan Stennet (of the Black and White Minstrels) and a Combined Services entertainment party visited the ship to present his variety show "Riding High." The two-and-a-half-hour show was held in the hangar, using the after lift as the stage.

SPONTANEOUS APPLAUSE

It was the first performance of the show to be given to the Royal Navy since the party started its tour of Service units in South-East Asia. It was also the first live show to visit the ship since its commissioning in August, 1962. The ship's company showed their appreciation and enjoyment by their thunderous applause and spontaneous, sometimes unexpected, laughter.



M.E.s. Joseph Power (left), from Newport, Monmouthshire, and Kenneth Richardson, of London, bring Stan Stennet and his Combined Services Entertainment party from Labuan to entertain the ship's company of H.M.S. Albion while she was at anchor in Brunei Bay, North Borneo. From left to right, on the canopy of the motor-boat, Stan Stennet, Kris Keo (also from the Black and White Minstrel Show), Kim Browne, Andy Reed, Brian Vosti and Clifford Henry

Half Yearly Promotions

THE Admiralty has announced that the following officers have been promoted to the ranks stated to date June 30:

Seamen Specialists

Cdr. to Capt.: J. H. Murray, C. H. Hammer, E. Westlake, C. J. Cunningham, J. G. Jungius, R. S. Forrest, A. G. Tait, I. G. Robertson, F. S. Hone, Sir Peter Anson, H. W. E. Hollins, Lieut.-Cdr. to Cdr.: R. A. G. Nesbitt, A. G. B. Phillip, W. Hawley, G. H. R. Morrish, F. D. Stanley, R. F. White, J. Benson, M. C. Eveleigh, J. H. St. Aubyn-Sayer, J. F. Kidd, S. A. C. Cassels, J. A. Palmer, W. J. M. Faulkner, B. R. Longworth, P. B. Reynolds, J. P. W. Torr, D. R. Relfell, R. S. McCrum, P. W. Greening, P. G. M. Herbert, R. E. Lambert, G. A. Rowan-Thomson, C. M. Marr, R. S. Agar, J. F. Cadell.

Engineer Specialists

Cdr. to Capt.: M. A. Wilson, J. R. Llewellyn, R. L. McClement, S. F. Barton, Lieut.-Cdr. to Cdr.: C. E. J. S. Godwin, D. E. Batten, K. B. Denison, E. F. Silk, A. O. F. Venton, L. R. Scamp, K. V. Hadow, A. F. Brown, G. V. P. Crowden, C. J. Sandie, J. C. Warson, B. H. Lawson, C. V. Jones, Cdr. to Capt.: G. B. Scatter-Thomas, P. A. Watson.

Lieut.-Cdr. to Cdr.: C. J. W. Clarke, D. L. Harding, K. H. G. Willis, J. M. L. Hughes, W. E. Ward, M. G. Moberley, H. A. Strange, J. S. Grove.

Supply and Secretariat Specialists

Cdr. to Capt.: L. N. Goddard, E. W. Ellis, H. H. Cook, Lieut.-Cdr. to Cdr.: N. T. Fuller, R. J. Hitchen, J. T. Sheehan, J. H. Carill, D. MacLennan, J. M. Bird.

Instructor

Instr. Cdr. to Instr. Capt.: C. L. Broad, G. M. Hines, Instr. Lieut.-Cdr. to Instr. Cdr.: W. L. Blamey, P. O. Stanley, P. W. Hockley.

Medical

Sen. Cdr. to Sen. Capt.: R. T. May, R. P. Phillips, P. W. Edmondson, P. B. Weston, Sen. Lieut.-Cdr. to Sen. Cdr.: R. S. Forrester, J. D. Stewart, J. G. H. Sheppard, K. P. O'Byrne, H. J. A. Hahn, J. E. Ryan.

Dental

Cdr. to Sen. Capt.: J. B. Inverdale, Sen. Lieut.-Cdr. to Sen. Cdr.: B. H. Manning, J. H. Coville.

Royal Marines

Lieut.-Colonel to Colonel: I. S. Harrison, Major to Lieut.-Colonel: F. M. Stevens, Capt. to Major: L. P. F. Edwards, R. H. Grant, P. Griffiths, W. B. Mansell.

PROVISIONAL SELECTIONS

The following provisional selections have been made for promotion to date December 31, 1963.

Seamen Specialists

Cdr. to Capt.: S. M. W. Farquharson-Roberts, B. H. Kent, A. G. Watson, C. A. Johnson, R. E. S. Wykes-Sneyd, D. W. Napper, G. A. de G. Kitchen, S. L. McArdie, R. D. Lygo, J. W. D. Cook, J. O. Roberts.

Lieut.-Cdr. to Cdr.: H. S. Bennett, C. H. H. Harwood, D. M. A. H. Hamilton, J. P. Fisher, M. E. St. O. Wall, G. J. Byers, F. K. Steel, M. J. Mann, N. F. Fawcett, W. R. J. Mylne, A. J. Whetstone, K. E. Mann, P. B. Grotian, C. J. Snell, D. J. Halifax, C. J. Nichol, J. M. W. Morgan, J. H. Fiddian-Greene, R. J. P. Heath, G. J. M. Andrews, A. Mancals, J. B. Rumble, D. E. Mace, E. R. Anson, G. M. K. Brewer, N. J. S. Hunt.

Engineering (M) Specialists

Cdr. to Capt.: J. B. Rae, T. R. Cruddas, R. N. Devin, H. S. Mulholland, H. R. C. Young, Lieut.-Cdr. to Cdr.: E. W. Ward, N. C. Fitzgerald, B. J. Matthew, F. Coulshaw, W. J. Marks, A. P. Cobb, M. W. R. Nicholas, P. B. Archer, G. A. Thwaites, E. M. S. Windridge, F. E. Rann, J. Goodchild, D. F. Robbins.

Engineering (L) Specialists

Cdr. to Capt.: H. R. Bates, E. J. Gillitt, O. M. Fairfax, Lieut.-Cdr. to Cdr.: C. R. Smalley, C. D. Hodgekinson, M. B. Paton, O. N. French, A. C. Wray, C. B. Wilton, R. C. Corlett, A. W. Nutbourne.

Supply and Secretariat Specialists

Cdr. to Capt.: A. B. Webb, R. R. S. Fisher, R. M. Young, Lieut.-Cdr. to Cdr.: F. E. J. Warren, R. G. Hawker, J. W. E. Moreton, D. S. Smith, G. Anderson, A. S. Tippet.

Instructor

Instr. Lieut.-Cdr. to Instr. Cdr.: D. Roe, D. J. Male, T. M. Quarendon, R. I. Currie.

Medical

Sen. Cdr. to Sen. Capt.: P. J. O'Meara, G. S. Irvine, P. S. Fuller, Sen. Lieut.-Cdr. to Sen. Cdr.: M. C. H. Jackson, P. H. Lovell, T. M. M. Conway, B. Waters, D. C. McNutt, F. M. Kinsman.

Dental

Sen. Cdr. to Sen. Capt.: J. Hunter, Sen. Lieut.-Cdr. to Sen. Cdr.: K. R. Needham.

Royal Marines

Capt. to Major: D. A. Carrie, H. N. Cooper, J. D. Shallow, P. H. Scarf, D. L. Bailey, D. N. Slater.

Visual Ate?

(By the Rev. Noel Jones)

IN my attempts to gain, and then hold, the attention of my congregation at a Good Friday Service in H.M.S. Woodbridge Haven, I used as a visual aid one of the warm, aromatic hot-cross buns which the chef had produced that morning.

That service was going well, beyond my wildest dreams, and during the sermon I found every eye intently fixed upon me.

My day was made, however, when afterwards one of the lads came up to say how much he had enjoyed the service—his first for a good long time. I beamed.

Then he said: "Was that a hot-cross bun you had in your hand during the sermon?" I said it was. "And was it a real one, sir?" I said of course it was. There was a pause, and then: "Do you want it, sir?"

Earl Mountbatten to serve for another year

ADMIRAL of the Fleet Earl Mountbatten of Burma, who was expected to relinquish the appointment of Chief of the Defence Staff some time next year, has expressed to the Government his willingness to continue in the appointment for another year.

The admiral, who was 63 last month, became Chief of the Defence Staff in 1960, after being First Sea Lord for almost five years.

H.M.S. OWEN INVESTIGATES THE UNDERWATER MOUNTAINS

Ship steamed 38,000 miles in 260 days

H.M.S. Owen, one of the Royal Navy's hydrographic ships, arrived back at Plymouth on June 14 after nine months spent on surveys off the Kenya coast and scientific work connected with the International Indian Ocean Expedition.

Commanded by Cdr. D. W. Haslam, R.N., she has resurveyed some 1,800 square miles of sea from Lamu towards the Somali border that has not been surveyed since 1824 when Admiral W. Fitzwilliam Owen—after whom the ship is named—produced charts of most of the east and south coasts of Africa. One of the few officers to survive Admiral Fitzwilliam Owen's five year commission in the area said afterwards that his 83 charts were "drawn and coloured with drops of blood."

WAST DEEP IN SWAMPS

Conditions during the present survey were fortunately easier for the 142 officers and men on board H.M.S. Owen, although the ship was often left with only a skeleton crew on board as most of her ship's company were away for as much as twelve hours at a time taking soundings in shallow inshore waters and often working waist deep in the muddy waters of mangrove swamps erecting over a hundred shore marks.

In the International Indian Ocean Expedition in which about 50 ships

of 20 different nations will be co-operating until 1966, the Owen continued investigations of the Carlsberg Ridge, the vast range of submarine mountains stretching from near the island of Socotra to midway between the Seychelles and Ceylon and then about 1,000 miles east of Madagascar and curving south of South Africa to join the better-known Mid-Atlantic Ridge.

HUGE AREA SURVEYED

In the course of her work, which included the tracing of the north-western limit of the Carlsberg Ridge, the ship carried out two surveys each some 600 miles from land. By mooring

beacons in depths of over 2,000 fathoms, some 2,500 square miles in the centre of the ridge were surveyed followed by about 1,600 square miles in the "foothills" to one side of the ridge. It was the first time such detailed surveys had ever been done in the middle of the ocean.

More recently during operations north-east of Socotra, H.M.S. Owen found a small trench over 19,000 feet deep, some 2,000 feet deeper than the neighbouring flat sea bed. It is believed to be the deepest part of the Arabian Sea.

Of the 260 days since leaving the United Kingdom in September, 1962, the Owen has spent 209 days at sea and steamed nearly 38,000 miles.



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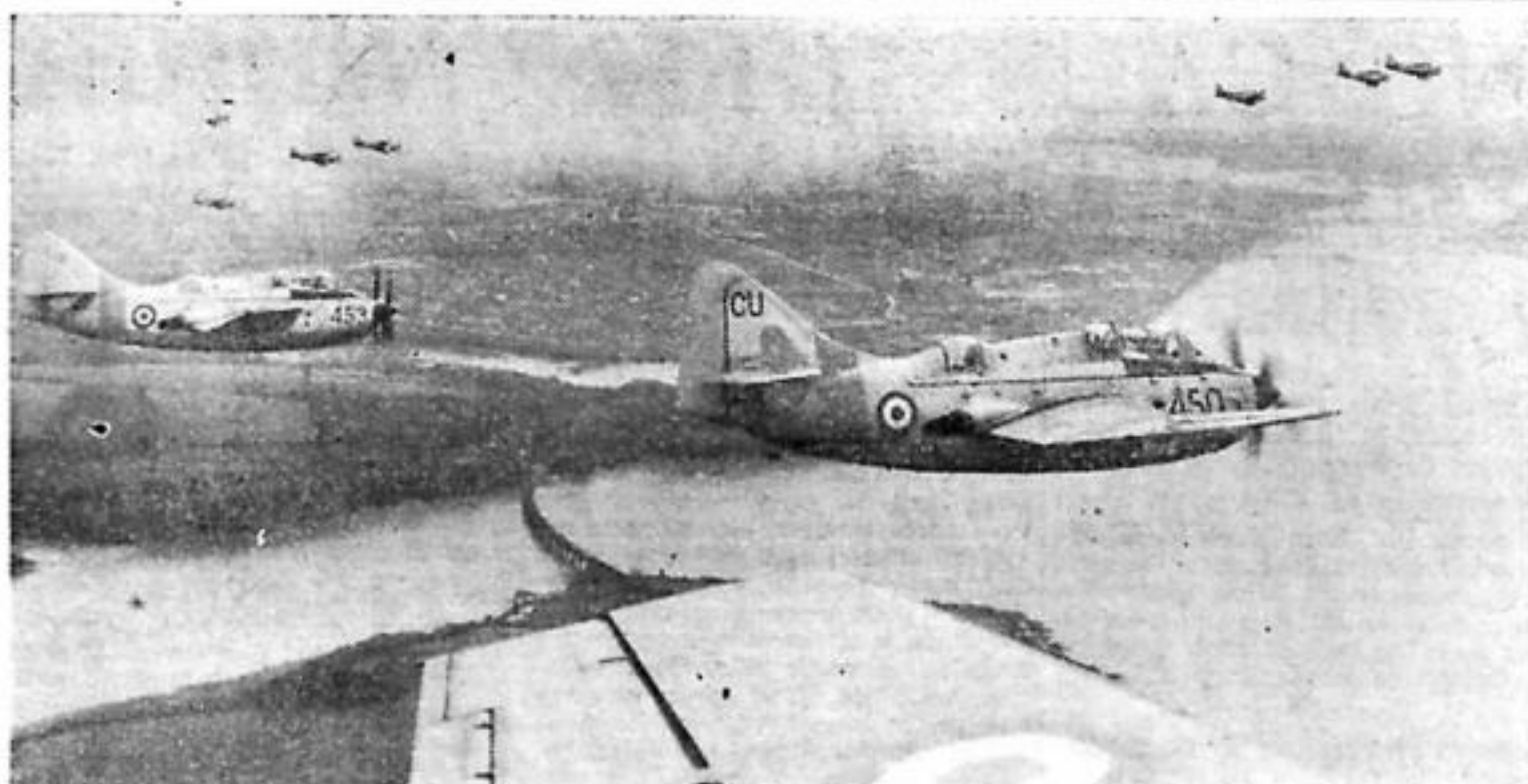
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OVERHEARD—after Padre Jones had been dropped by helicopter to the deck of H.M.S. Woodbridge Haven—A.B.: "That's a dramatic way to come aboard, Sir."

Padre "Yes."
A.B. (confidentially): "Been up aloft to have a word with the Governor?"



Gannet Mark 3's and 4's, with the Tamar Bridge in the background

Culdrose, largest station in Home Air Command, has much to show at Annual Air Day

ROYAL Naval Air Station Culdrose, Cornwall, commanded by Capt. P. S. Beale, R.N., is holding its annual air day on Saturday, July 27. Culdrose, the largest air station in the Home Air Command, is situated one mile south of Helston and some 15 miles west of Falmouth, and a variety of squadrons are based at the air station, flying aircraft of different types, including Venoms, Gannets, Wessex, Whirlwind and Hiller helicopters.

The largest squadron at Culdrose, or in the Navy for that matter, is 849 Squadron, who fly the Gannet Mk.3 on airborne early-warning duties. The training of aircrew, both pilots and observers who fly the Gannets, is carried out in the Headquarters Flight at Culdrose, after which the air crew transfer to operational flights for embarkation in carriers.

No. 831 Squadron fly Venom and Gannet Mk. 6 aircraft. The squadron assists in the work-up of ships based at Portland and Londonderry by providing aircraft for trials.

HELICOPTER PILOT TRAINING

A large proportion of the work of the station centres on helicopter pilot training. All training of naval helicopter pilots is now carried out at Culdrose. Students start their training in 705 Squadron, where they first learn to fly the small Hiller helicopter and then graduate to the Westland Whirlwind. On completion of the course, they gain their wings as helicopter specialist pilots.

Having achieved "wings" standard, the pilots either train as Commando

helicopter pilots flying Whirlwind aircraft or proceed to 706 Squadron, where they learn to fly the bigger all-weather Westland Wessex helicopter in the anti-submarine role.

The School of Aircraft Handling at Culdrose carries out the task of training personnel in the exacting work of moving aircraft with speed and safety in the limited confines of an aircraft carrier's flight deck and hanger. In the past, when aircraft were comparatively light and easily moved, the flight-deck party could gather round and push machines around. Today, however, with aircraft weighing 15 tons and more, the operation has to be carried out by tractors and mechanical handlers.

FIRE FIGHTING

Fire fighting also plays an important part in the syllabus of the School of Aircraft Handling. Trainees are taught how to fight all types of fire and the methods of rescuing air crew from crashed aircraft.

The School trains all motor transport drivers in the Navy, holding a pool of 32 different types of vehicle.

These include the large Nubian crash tenders, fork lift trucks, cranes, tractors, three-ton lorries, utilicons and cars.

The School of Meteorology trains officers and ratings to man the naval weather stations afloat and ashore. Wren officers and ratings undertake this work ashore and a number are on the staff of the Weather Centre at Culdrose, which maintains a 24-hour service throughout the year.

Wrens, in fact, carry out a variety of duties at Culdrose, working in the transport section as drivers, in the squadrons as aircraft mechanics and radio technicians, in the Communications Department as radio operators, in the messes as cooks and stewards, and as stores assistants, typists and writers. Other categories include dental assistants, educational assistants, and radar plotters.

LARGE STATIC DISPLAY

Culdrose has a lot to show the general public on Air Day and, as well as a flying display which will include aircraft of the Royal Air Force, and the Royal Navy, a large static display is being arranged which will include exhibits provided by the Society of British Aircraft Constructors.

Dark Horses win Field Gun Trophy

TWO of the three field-gun trophies went to the Plymouth Command this year after some of the closest finishes in the Field-gun Competition at the Royal Tournament for several years. The issue was in doubt, almost up to the end of the Tournament, but the "dark horses," Plymouth Command, beat Air Command by two points and Portsmouth by eight points.

In the Aggregate Time Cup Plymouth took 52 min. 24 sec. for the 16 runs, beating Air Command by less than half a minute, Air Command's time being 52 min. 52.4 sec. Portsmouth Command trailed behind with an aggregate of 57 min. 29.2 sec.

The Fleet Air Arm retained the Fastest Time Trophy with 3 min. This time was 6 sec. outside the record time of 2 min. 54 sec. set up last year. Devonport and Portsmouth were not far behind the Air Command's time, Devonport clocking 3 min. 1.8 sec., and Portsmouth's best time was 3 min. 6 sec.

The last time Plymouth Command won the Field-gun Trophy was in 1959. Last year Plymouth was first in the Aggregate Time Cup with a time of 49 min. 57.6 sec.

(Continued from column 5)

were no longer interested in, or concerned for, Malta.

Contributions may be sent by ordinary 3d. letter either to the Treasurer, HAFMED, Floriana, Malta, G.C., or to Lady Dorman, The Palace, San Anton, Malta, G.C., and marked "For the Cathedral Appeal Fund."

A squadron of six Federal German minesweepers arrived at Portsmouth on June 26 for a five-day visit.



A formation of Wessex Commando helicopters

CHURCH SERVICES HAVE TO BE HELD IN THE CRYPT

St. Paul's Anglican Cathedral, Malta, urgently needs funds

AN Appeal has been launched to raise money for the preservation of St. Paul's Anglican Cathedral, Malta, and the Archbishop of Canterbury, the Bishop of Gibraltar, Air Chief Marshal Sir Walter Cheshire, Sir Maurice Dorman (Governor of the Island), Admiral Sir Guy Grantham, Sir Harry Luke, Admiral Sir Deric Holland-Martin and Major-General Lord Thurlow have signed the Appeal.

The Duke of Edinburgh and Sir Winston Churchill have taken the lead in contributing to the Fund.

The Appeal states that over 100 years ago, Queen Adelaide built, at her own expense, the very fine church so well known to thousands of civilians and Service men.

ROOF DAMAGED

During the war Malta survived a long siege by a relentless enemy. The Cathedral was damaged, though not seriously. Today it has been attacked by another equally relentless enemy—a beetle—which has so seriously damaged the roof timbers that they became dangerous. The Cathedral has been closed and the roof demolished. Services are being held in the crypt.

At least £30,000 is required to

repair, maintain and endow the Cathedral so that both its fabric and its ministry may be preserved and established. £12,000 has been committed to the reconstruction of the entire roof which is already in progress. The British people in Malta have already done magnificently in raising the substantial sum of nearly £5,000 and the Appeal is now being made to a far wider public.

The Appeal goes on to say that the Cathedral enshrines memorials to all those who died in defence of Malta during the war, and there must be many who would wish to see such memorials preserved. There are others who have regularly worshipped in the Cathedral or who have family connections with it.

IMPORTANT ASPECT

There is another aspect, not mentioned in the Appeal. The Cathedral is important to the British connections with Malta. Abandonment of the Cathedral would be a poor monument to the long British relationship with Malta. It might well be that further neglect would be tragic, for if the principal Anglican place of worship was to go, it might be taken as evidence that the British

(Continued in column 3)

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CARELESS SMOKING CAUSED FIRE WHICH THREATENED THE PORT

Getting Tripoli back to normal hindered by air raids

[In this, his ninth, article on *Some Temporary Naval Bases*, Capt. Waight continues the story of the rehabilitation of the port of Tripoli after its capture from the enemy in January, 1943.]

H.M.S. ANTWERP, carrying stores and equipment for use of the naval party, had been discharged. The quantity and variety of tools and equipment when mustered were extremely meagre, totally inadequate for the great task of the rehabilitation of the port, which had been so effectively sabotaged by the enemy forces, before evacuation. As a port party, we were indeed put to the test to devise ways and means to produce quick results. The search for enemy material, stored in fishing villages, yielded excellent results. This, together with the loan of tools from the Royal Engineers, and their valuable help in rebuilding piers and jetties was a godsend. Colonel Armitage, R.E., was our fairy godfather.

Water transport was practically non-existent. The Base Assistant Engineer Officer had located five ex-enemy tugs and repaired them, but, owing to the lack of coal, they could not be put into service until coal arrived in the second convoy from Alexandria. Thirty dumb lighters had also been located, and were put into immediate service. The Damietta motor-boats that had been transported across the Western Desert, towed the dumb lighters to and from the transport.

AIR RAIDS

The transit from ship to shore was painfully slow, but with the arrival of coal and additional boats from Alexandria stores were rapidly built up. Intensive enemy air raids commenced early in February which greatly reduced the rate of discharge by night, when as many as five raids occurred during the hours of darkness.

By this time, the "Defence Committee" had arranged for the co-ordination of the three Services. The Army mounted 48 heavy 3.7-inch and 48 A.A. Bofor guns around the perimeter of the harbour. The R.A.F. supplied a balloon barrage, erected

radar, and had a number of day and night fighters available for instant action. The ceiling of the barrage was 8,000 feet, which made interception of enemy planes over the harbour practically impossible. They had either to be intercepted before the attack if sufficient radar warning had been given or to make contact when the enemy planes were making their "get-away." Smoke canisters were distributed along the breakwater and three searchlights mounted.

The Royal Navy established mine-watching posts to cover the harbour area and outer anchorage. Convoy escort destroyers in port took station in the outer anchorage, and kept an Asdic anti-submarine listening watch. A coast defence battery of 12 18-pounders had been set up, and the boom defence nets, which had been sunk by the enemy, were being raised and replaced.

Thus, within a few days, quite a respectable defence organisation had been set up before any attack had been made on the harbour. The first raid was in the nature of a reconnaissance and no bombs were dropped; it proved

to be a useful exercise for the defence organisation.

As the days of February passed quickly by, intense activity was taking place in Alexandria, loading and preparing ships for convoy to Tripoli. The convoys consisted of 16-plus, with

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by
Capt. H. F. Waight, O.B.E.
R.N. (retd.)

destroyer escorts, Tripoli harbour at that time could accommodate at the most only 20 ships of varying draughts. Cdr. Best, the Admiralty berthing officer, and his staff, had by hook or crook to get moorings laid, for berthing ships of the convoy, ahead and astern, as there was insufficient water area, to allow many swinging berths. Furthermore, some of the deeper draught ships, had to be anchored in the outer anchorage, to be lightened before they could enter harbour. Other ships able

a signal was received from Admiral Harwood, C-in-C. to N.O.I.C., Tripoli: "I have much pleasure in sending you the following: The Prime Minister wishes to convey his congratulations to the Tripoli party on discharging nearly two thousand seven hundred tons on February 14." This signal was indeed appreciated by all concerned. It was the reward of good teamwork, which embodied the salvage party, the staff of the Admiralty berthing officer, pilots, and the exceptionally efficient sea transport officer, his staff, and the military officers and staff engaged in discharging stores from the transports.

Apart from discharging cargo, and the defence of the port arrangements had to be made for accommodation, amenities, shore leave, watering and oiling, escort vessels, discipline and many other things, including regulations and methods of dealing with the needs of Royal Navy personnel, and that of the Merchant Navy.

PREPARING PORT ORDERS

To cover the many aspects of the situation, port orders needed to be produced very quickly and, in addition, a separate set of port orders to cover the proceedings of masters of the Merchant Navy and the crews. With the many operations and conferences taking place during the day, there was not a minute to spare for writing up such orders. Except for the executive officer, there was no other officer of experience to whom I could delegate the duties of drafting out the orders. I therefore spent many hours at night, between air raids, in compiling port orders myself.

A GREAT OCCASION

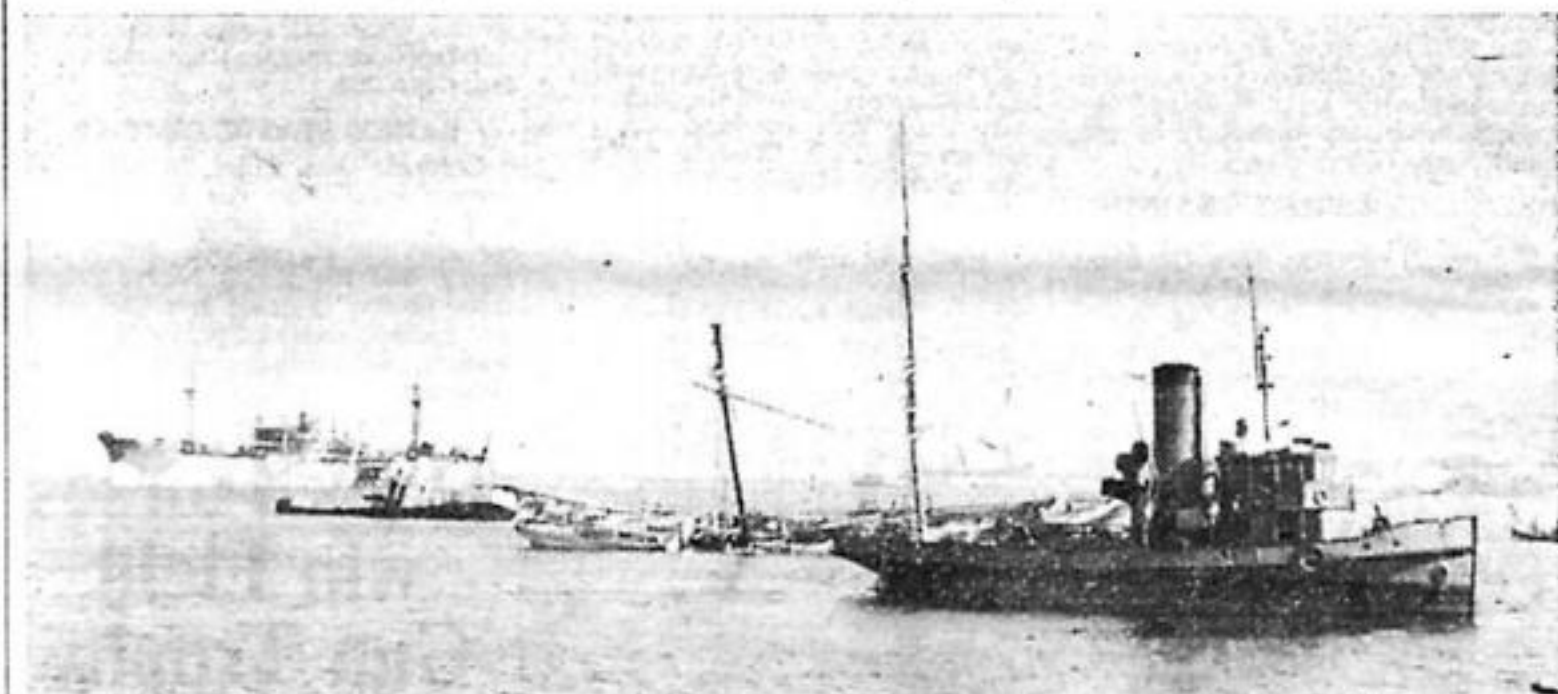
As described earlier, the Spanish Quay had been severely damaged by the enemy, small craft and concrete blocks having been dropped and sunk alongside. Yet this was the only quay at which moderate-draught ships

by L.C.T.s. on the lighter jetty. This was being handled by the military forces. The petrol was not in strong jerry-cans as used by the Germans, but thin tin cans. Consequently, many tins were leaking, and the air covering a large area was laden with petrol vapour. Yet the men were smoking, seemingly having not a care in the world, and unaware of the great danger they were creating, and unchecked by the officer in charge, until I called his attention to the probable result. I knew that similar risks were being taken at other discharge points.

L.C.T. ON FIRE

Adjacent to the berth on the Spanish Quay L.C.T. 129 was discharging a mixed cargo of petrol and ammunition, and, this was being stacked on the quay. At 11 p.m., just as I thought I might relax, it was reported that L.C.T. 129 was on fire. I immediately commandeered a 15-cwt. truck and proceeded to L.C.T. 129. Fortunately the fire had been extinguished. Once again I cautioned the Army officers about smoking.

I had not long settled down for some rest when at 2 a.m. I was awakened by a terrific explosion, and the signalman reported that it had occurred on board L.C.T. 129. On reaching the scene of the explosion I found that, although the commanding officer of 129 and his crew had the fire on board in hand, the interior was gutted and smouldering, and the petrol and ammunition which had been stacked on the quay were on fire. The small-arms ammunition was exploding, and bullets, and tracer ammunition were flying in all directions. By the side of the ammunition stack were 40-gallon drums of high-octane petrol, and there was no naval fire fighting equipment available. The one and only tug in the harbour, H.M.S. Brigand, was quickly on the scene, and towed L.C.T. 129 across the harbour and beached her.



Some damaged and half submerged ships in Tripoli Harbour, 1943. (Photo.—Imperial War Museum)

to enter had to be lightened at one berth, and then moved farther into the harbour, to allow ships that had been lightened in the outer anchorage to enter harbour.

Convoys were timed to arrive at the entrance of the swept channel through the minefield at first light, and the times of ships entering the channel staggered in pairs, as there were only two pilots available to bring them into harbour, and only sufficient tugs available to deal with two ships. A convoy of 16 ships arriving at the entrance of the channel at first light, given luck and fair weather, could be expected to be berthed in the harbour of outer anchorage by dusk. Many of these convoys were attacked by submarines and enemy aircraft whilst on passage. Quite a number were sunk or badly damaged, which made the berthing arrangements very difficult.

TARGET FOR THE NIGHT

The salvage party continued their work on widening and deepening the channel throughout the day and night. A searchlight was used for illumination whilst the dangerous work of the divers continued, relying on radar warning of the approach of enemy aircraft. However, the air raids grew in intensity, the gap through the blockships became a regular target for the night, which impeded the work of the salvage party. Furthermore, ships had to be blacked out, often several times during the night, which inevitably slowed down the rate of discharge of stores.

At the beginning of February, when the harbour was completely blocked, I had given General Montgomery a figure of 430 tons as a day's discharge, but by February 14, the figures were well above 2,000 tons. On February 16,

could be discharged. A big effort was made by the Royal Engineers, and by Monday, February 15, it was reported to be ready for berthing ships. On the afternoon of the following day it was decided to berth s.s. Robert Maersk alongside. She was loaded with eased petrol. The pilot had a tricky task, as he had little room to manoeuvre as he nosed the bow of the ship cautiously between the bows of the wreck s.s. Giulia and the Spanish Quay. As her wires were secured it marked the completion of another tremendous effort on the part of the Royal Engineers and the salvage party. It was, indeed, another great occasion which unfortunately was marred later in the night when an incident occurred which placed the safety of the ship in jeopardy.

During the day, large quantities of eased petrol were being discharged

The fire on the quay was now assuming serious proportions and was endangering s.s. Robert Maersk berthed only a few hours earlier and loaded with eased petrol. In the meantime, the sea transport officer had arrived, and with a small party shifted her berth as far away from the fire as possible. The small party and I concentrated on rolling the drums of high-octane petrol to safety with the bullets from the small arms flying fast and furious, and the cartridges, as they exploded, sounded like a machine-gun in action. After a great effort the petrol drums were removed. An Army fire squad arrived to deal with the fire. Also the senior officer, Inshore Squadron, to see what was happening and, while talking to me, he was knocked out by a piece of falling metal.

(To be continued)



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Dalrymple steams 49,000 miles during commission

BEER—8/- A CAN FROM NEW HOTEL

WHEN H.M.S. Dalrymple returned to Devonport on May 29, she had been away from the United Kingdom for 535 days, during which time she had steamed 49,000 miles during the 309 completed days she had spent at sea. During the period September 1961 to May '63 the ship had called at 16 ports in 14 countries.

The ship, commissioned in June 1961 under the command of Cdr. H. R. Hatfield, R.N., sailing for the Persian Gulf in September. Some there are who call it the "perishing gulf" but, looking back, most of those who completed the commission, this period of surveying, with all entertainment and

sport being "self inflicted," was a very happy time.

Along the southernmost coast of the Gulf lies the Trucial Sheikdom of Abu Dhabi and it was here that Dalrymple carried out new surveys in waters likely to become more and more important as the vast new oilfields begin to yield

and there comes the necessity for more and more tanker traffic to get the oil away.

The Ruler of these new riches, Shaik bin Sultan, left his "beau Geste" like fort, and with his entourage, spent a day at sea in the ship.

SIGNS OF WEALTH

Signs of the new wealth in Abu Dhabi were beginning to be apparent when the ship left at the end of her second season there. Alone and foreign looking, foursquare and bleak on the desert shore, and detached from the traditional Arab barrasti and mud dwellings, had mushroomed the "Abu Dhabi Hilton" hotel. Thirsts are good in the desert, and none more so than Dalrymple's, but those on board jibbed a bit at beer at 8/- a can.

Smallpox was reported in Abu Dhabi in 1962 and the ship's Medical Officer vaccinated some 1,200 of the local population in two days. The ladies in this number would not bare their flesh to the infidel doctor, and their robes had to be slit before insertion of the vaccine, an expensive way of doing things, but successful in that the smallpox was halted.

In the spring of 1962 the ship worked off Cyprus and the ship's company had a chance to see Jerusalem, Galilee, the Dead Sea and Tel Aviv.

REPORTED AS EGYPTIAN

Back in the Red Sea in September, 1962, the ship held a "Red Sea Garden Fete" in aid of a Plymouth charity. Because of heavy seas shelter had to be found in the lee of one of the islands off the Yemen coast and the R.A.F. reported the ship to be an Egyptian warship actively engaged in the Yemen rebellion.

Returning to the Gulf, a deal of difference was made to the surveying round by regular and frequent air-mail drops by local squadrons of the R.A.F. Unfortunately, not even the R.A.F. could help during the long periods spent surveying the submarine mountain range known as the Murray Ridge. During this survey scientific instruments were towed astern and it became necessary to reinforce these instruments against shark attack when the shipwrights were getting short of timber in repairing the fairings.

The monotony of the Murray Ridge was relieved by a Christmas visit to Karachi.

BEER RAN OUT

Back again in the Gulf, surveying was carried out around a scorched rocky island—Sir Abu Nu'air—and it was there that the ship held a Sports Day. Despite the heat and the clouds of sand at every step by the competitors, the only thing to mar the enjoyment was that the beer tent ran out of supplies, but this was judged by some to be not before time, and certainly if any records were broken, be they international or merely Persian Gulf, they were more likely to be on beer consumption than matters athletic.

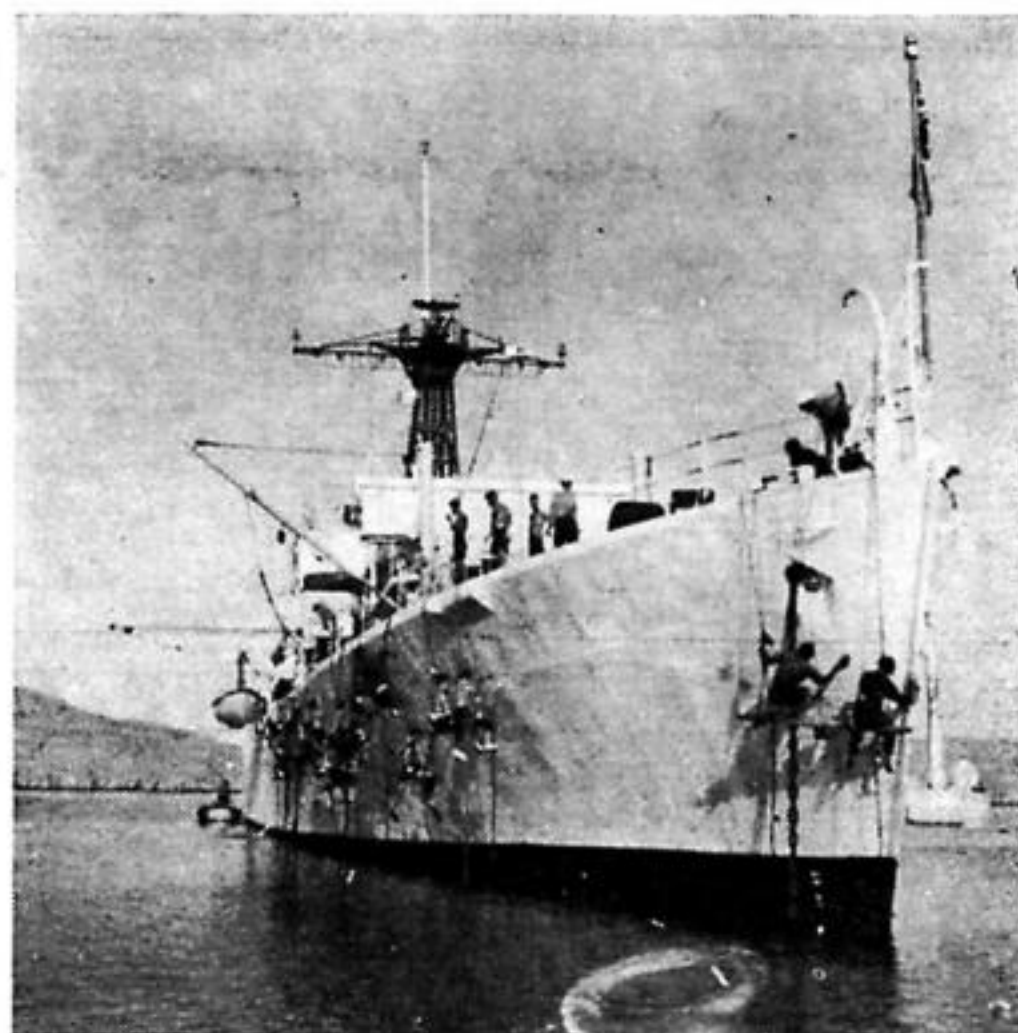
In early 1963, H.M.S. Dalrymple went to Kuwait for surveying, and the hospitality and sporting facilities of the Kuwait Oil Company were very much appreciated. This survey was unfortunately cut short by a dramatic dash to the Maldive Islands; there to stand by in case of troubles emerging from the interecine differences current in the Islands.

The commission finished with the completion of the survey of Cyprus, a task that was begun some 30 years ago and has been progressed in the intervening years by ships en route for United Kingdom after seasons in the Persian Gulf.

The usual homeward call at Gibraltar was the occasion for embarking a Barbary ape—Simon—now safely delivered to Ilfracombe Zoo. In his short sea passage to the United Kingdom he overcame initial bouts of sea sickness, but no doubt, was as pleased as the remainder of the ship's company to get ashore once more.

A FEW STATISTICS

During the period away from England an area of 1,354 square miles was surveyed, and for those interested in statistics 9,953 tons of fuel were used, 9,833 tons of water, 8,000 pints of rum were drunk, 72,000 cans of beer were opened, 44,379 pounds of bread were eaten, as well as 195,307 pounds of potatoes, 54,000 pounds of meat and 3,764 tins of baked beans. During this same period the ship's company was paid £98,461.



Painting H.M.S. Dalrymple in Khor Kuwait at the entrance to the Persian Gulf



The "Beau Geste"-like palace of Sheikh bin Sultan, Ruler of Abu Dhabi

DRAFTING FORECAST (cont'd)

(Continued from page 2 column 5)

H.M.S. Cavendish (Destroyer), January 9, at Rosyth, for General Service Commission, East of Suez/ Home, 25th Escort Squadron, U.K. Base Port, Rosyth.

H.M.S. Falmouth (A/S Frigate), January 9, at Devonport, for General Service Commission, East of Suez/ Home, 25th Escort Squadron, U.K. Base Port, Devonport.

H.M.S. Aisne (A/D Conversion), January 9, at Portsmouth, for General Service Commission, East of Suez/ Home, 25th Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. Corunna (A/D Conversion), January 9, at Rosyth, for General Service Commission, Med./ Home, 21st Escort Squadron, U.K. Base Port, Rosyth.

H.M.S. Striker (L.S.T.) and No. 3 Assault Sq., January 14, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (B).

H.M.S. Carysfort (Destroyer), January 15, at Gibraltar, for trials. Service under consideration May 8, 1964.

H.M.S. Cavalier (Destroyer), January 16, at Chatham, Increase from C. & M. party to L.R.P. complement.

H.M.S. Palliser (A/S Frigate), January, at Rosyth, L.R.P. complement.

H.M.S. Ulster (A/S Frigate), January, at Devonport, Increase from C. & M. party to L.R.P. complement.

H.M.S. Aurora (A/S Frigate), January (tentative date), at Clydebank, for Home Sea Service, 2nd Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Russell, (A/S Frigate), February 13, at Rosyth, Commissions April 23 for Home Sea Service, S/M Target Ship, U.K. Base Port, Rosyth.

H.M.S. Scarborough (A/S Frigate), February 13, at Portsmouth, for trials, Home Sea Service, Commission, April 16, 1964, 12th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Dainty (Destroyer), February 27, at Portsmouth, for trials (To Reserve on completion of long refit.)

H.M.S. Whirlwind (A/S Frigate), February, at Chatham, for General Service Commission, W Indies/ Home, 8th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Ashanti (G.P. Frigate), February, at Devonport, General Service Commission, Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Devonport.

No. 820 Squadron, March 3, at R.N. Air Station, Culdrose, General Service Commission, For H.M.S. Ark Royal, Wessex.

H.M.S. Bastion (L.C.T.), March 5, at Bahrain, for Foreign Service

(Middle East), Amphibious Warfare Squadron (F).

No. 800 Squadron, March 17 at R.N. Air Station, Lossiemouth, General Service Commission, Buccancer.

H.M.S. Rothesay (A/S Frigate), March, at Portsmouth, General Service Commission, West Indies/ Home, 8th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Caesar (Destroyer), March, Place of commissioning and type of service—under consideration.

H.M.S. Lincoln (A/D Frigate), March, at Singapore for Foreign Service (Far East), 24th Escort Squadron (A).

H.M.S. Galatea (A/S Frigate), March, at Wallsend-on-Tyne, for Home Sea Service, 3rd Frigate Squadron, transfer to 26th Escort Squadron, December, 1964, Foreign Service, September, 1964 (date of sailing), Far East (tentative date) (A).

H.M.S. Chichester (A/D Frigate), April 7, at Chatham for trials, General Service Commission, Med./ Home, June, 1964, 27th Escort Squadron, U.K. Base Port, Portsmouth (C), (A).

H.M.S. Euryalus (A/S Frigate), April 20, (tentative date), at Greenock, for Home Sea Service, 3rd Frigate Squadron, Transfer to 26th Escort Squadron, December, 1964, Foreign Service (from date of sailing) Far East.

H.M.S. Duchess (Destroyer), April, at Singapore for Foreign Service (Far East), 24th Escort Squadron.

H.M.S. Lion (Cruiser), April, at Devonport, Service under consideration, U.K. Base Port, Devonport.

H.M.S. Hermes (Carrier), April, at Devonport, L.R.P. Complement.

H.M.S. Albion (Commando ship), May at Portsmouth for Home Sea Service, Foreign Service from date of sailing (Far East), U.K. Base Port, Portsmouth.

H.M.S. Whitby (A/S Frigate), May, at Chatham, General Service Commission, South Atlantic and South America/ Home, 7th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Anzio (L.S.T. and No. 1 Assault Squadron), May, at Bahrain, Foreign Service (Middle East), Amphibious Warfare Squadron (B).

H.M.S. Dampier (Surveying Ship), May, at Singapore, Foreign Service (Far East), (C).

H.M.S. Llandaff (A/D Frigate), May, at Devonport, L.R.P. Complement.

H.M.S. Delight (Destroyer), May 28, at Rosyth for trials, (To Reserve on completion of Long Refit.)

H.M.S. Puma (A.A. Frigate), May 28, at Portsmouth for trials, General Service Commission, July 30, Home/ South Atlantic and South America, 7th Frigate Squadron, U.K. Base Port, Devonport.

BELLS ON THEIR FEET

AT dusk one evening a Wessex helicopter, Fox Trot from 845 Squadron, was about to return to H.M.S. Albion from a mission ashore, when it developed an electrical fire and had to make an emergency landing. The only available site to land the aircraft was a football field in the centre of Kampong Bunan Gega, about two miles from the Indonesian frontier.

Unfortunately, a football match was in progress and it was with some reluctance, possibly fear, that the pilot, Lieut. N. Hudson, R.N., enforced an early close to the game.

"Fox Trot" was soon surrounded by the villagers and both Lieut. Hudson, and his crewman Naval Airman White, were urged to stay the night, with a special invitation to attend a dance which had been arranged for that evening. Cold drinks appeared, together with coconuts, and in return cigarettes were handed around.

'SNAG' PARTY ARRIVES

Shortly afterwards, a "snag" party arrived from H.M.S. Albion, having been flown in by another Wessex, and the invitation to the dance was extended to them also. An examination of the fault showed that it would not be possible to effect an immediate repair, and the invitation was accepted with much pleasure.

After supper the Naval party repaired to the dance. The crew of "Fox Trot" was accorded the place of

honour and sat cross-legged on the floor while glasses of local wine were produced. The refreshments having been consumed, it was "on with the dance." Sarongs were supplied to put over their trousers, sashes were provided for their shoulders—and bells for their ankles.

BUT NO FOX-TROT

As if this were not sufficient, it was then found that their partners were to be the men—and not even the prospect of one fox-trot for the "Fox Trotters."

The aircraft was repaired early next morning and Lieut. Hudson, his aircrewman and the "snag" party returned to H.M.S. Albion, out at sea. They carried an open invitation for anyone in the Albion to drop in at any time—but preferably not in the middle of a football match.

The Commander-in-Chief Portsmouth, Admiral Sir Wilfrid Woods, will open a new ten-pin bowling alley at the N.A.A.F.I. Club, Portsmouth, on Thursday, July 4.

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MAYOR OF WEST HAM OPENS BRANCH'S NEW CLUB

Who skinned the crocodile?

In the past West Ham has been put on the map in consequence of a football team, but this year, the jubilee year of the West Ham Branch of the Royal Naval Association, the shipmates think that it is their branch which will bring West Ham to the notice of the world.

The branch started off the year by procuring new club premises. They are splendid ones—bar, lounge, hall large enough for 200 people to dance comfortably, committee rooms and all the necessary offices. The shipmates gave willingly of their time and various skills and the new headquarters were entirely redecorated. Shipmate "Nobby" Clark being in command.

TWO HUNDRED GUESTS

On May 11 Alderman Doris Smith, Mayor of West Ham, officially opened the club and 200 guests thoroughly enjoyed the opening night. Shipmate Bates, deputy president of No. 1 Area, was present, as was Shipmate Nixon, chairman of No. 1 Area. Several branches sent along members and West Ham were happy with the thought that everybody else was happy.

In the month that the new premises have been in action, 22 new full members were enrolled—a very good start.

The West Ham shipmates hope that branches will avail themselves of the club when visiting London. A line to the secretary will mean that he and the committee will see to it that the necessary entertainment and refreshments are laid on.

COLLECTION DOUBLED

For the second year the local council asked the branch to organise Lifeboat Week in the Borough. Last year, as apprentices, the shipmates were quite pleased with the total of £58, but this year, as fully fledged Lifeboat Week organisers, the total was £118. A worth-while job for a worthwhile cause.

It is intended to hold the annual dinner-dance in October, but this time it will be held in the new premises at No. 1, Plashet Road, E.13.

BOARDER SHOT

West Ham is offering a small prize—a three-year subscription to the

"Navy News"—for the first correct answer to the following question which has been sent to the branch. What were the place, the date and name of the ship during the Second World War on which pandemonium was caused when it was announced that an 8 ft. crocodile had got aboard during the night? The crocodile was shot and later skinned by the butcher and the S.B.A. One of the West Ham members hopes to get in touch with some of his old shipmates through the answer.

INCREASING MEMBERSHIP AT BLACKHALL

NEWS from the Blackhall and Coastal Branch of the Royal Naval Association shows that the branch has an increasing membership and shipmates are taking a lively interest in meetings and social activities.

Recently the branch headquarters were used by the R.N. and R.M. Recruiting Staff Officer for a recruiting drive.

Passing of Westminster's president

THE Royal Naval Association in general and the Westminster Branch in particular have suffered a great loss, for, on May 26, the president of the branch, Shipmate Horace Brixey, died at the age of 56.

An area delegate for many years, he was well known to many—no meeting was complete without him.

At the cremation service on May 30 a large contingent of shipmates were present, including the deputy president of No. 1 Area, Shipmate A. Bates, National Council member, Shipmate C. Wheeler, the chairman of No. 1 Area, Shipmate G. Nixon, and several representatives from many branches.

The shipmates of Westminster Branch wish to thank all those who attended the service.

GREAT LOSS TO DARTFORD

WHEN the shipmates of the Dartford Branch of the Royal Naval Association met on May 27 they heard, with a profound shock, that their genial host, Shipmate S. J. W. ("Jack") Lee, of The Plough, the branch headquarters, had died the previous evening. He had been in hospital for some 10 weeks, but reports had indicated that he was improving.

Only 41 years old, "Jack" Lee was mainly responsible for the "recommissioning" of the branch, which had been in suspension for some years. In conversation with Shipmates Thompson and Steele, he offered the hospitality of his house for meetings at no charge, an offer that was readily and gratefully accepted. From that date he played a prominent part in getting the branch into its present financial and social position—one of the leading organisations of Dartford and district.

Shipmate Lee's hard work and assistance in many ways contributed largely to the success of the branch, which was the winner of the Don Murray Trophy for two successive years, with an ever-increasing membership. He leaves a widow and an 11-year-old son, to whom the branch extends its deepest sympathy.

The funeral, attended by 20 branch members and many mourners, took place at Brook Street Cemetery after (Continued in column 5)

Garden fete produced fun and funds

SOCIAL evenings, crib matches, "those" operas, visits to garden fetes, Stomola and ladies' nights have been the order of the day during the last month in the Newcastle and Gateshead branch of the Royal Naval Association.

The garden fete was in the grounds of Sherburn Hospital in aid of the hospital funds. Shipmates Blyth and Gray were Aunt Sallys. Shipmates Broadbent and Sharpe, dressed as Gay Cavaliers, sold the tickets for "six balls apiece" to knock their hats off, and Shipmate Robinson did the busking. It was a very good branch effort which afforded both fun and funds.

The president of the branch, Capt. Guy Maund again won the crib match. Members think that he must have had secret practices during the week.

Members of the Cockermouth branch need have no fears that Shipmate "Joe" Riddle, now in a Newcastle hospital is lonely. Newcastle and Gateshead branch has a rota of shipmates who visit him at regular intervals and help to keep him in good spirits.

SUPPORT FOR COUNCIL

Regarding the controversy centering on the closure of the Head-

quarters' Club, the Newcastle members would like to reiterate Shipmate Anderson's remarks that the closure was caused by branches not supporting the venture. Newcastle says members were warned what would happen if more support was not forthcoming and they pose the question—if the club had been kept open, could any branch promise any more visitors? It is the opinion in Newcastle that the National Council is doing a good job under difficult circumstances.

The future programme of the branch includes a trip down a mine, a dinner dance in a night club on the coast and, of course, the annual trip to Bamfborough.

DERBY HAS NEW HEADQUARTERS

AFTER a long search the Derby Branch of the Royal Naval Association has found new headquarters at the Sir Robert Peel Hotel in Park Street, near the Midland Station. There is seating accommodation for about 60 and, with bar and a piano, which has been decorated through the good offices of the R.N. and R.M. Careers office staff, who have decorated the room with pictures of modern naval ships, etc., the Derby members feel they have been fortunate.

Items of naval interest for their club would be appreciated by the shipmates of Derby. Socials will be held in the new headquarters on July 19, August 16 and September 20.

The car trip on May 17 was a most enjoyable event and the branch Padre, the Rev. T. D. W. George, priest-in-charge of Kedleston, made the visitors very welcome and conducted an interesting tour of Kedleston Church.

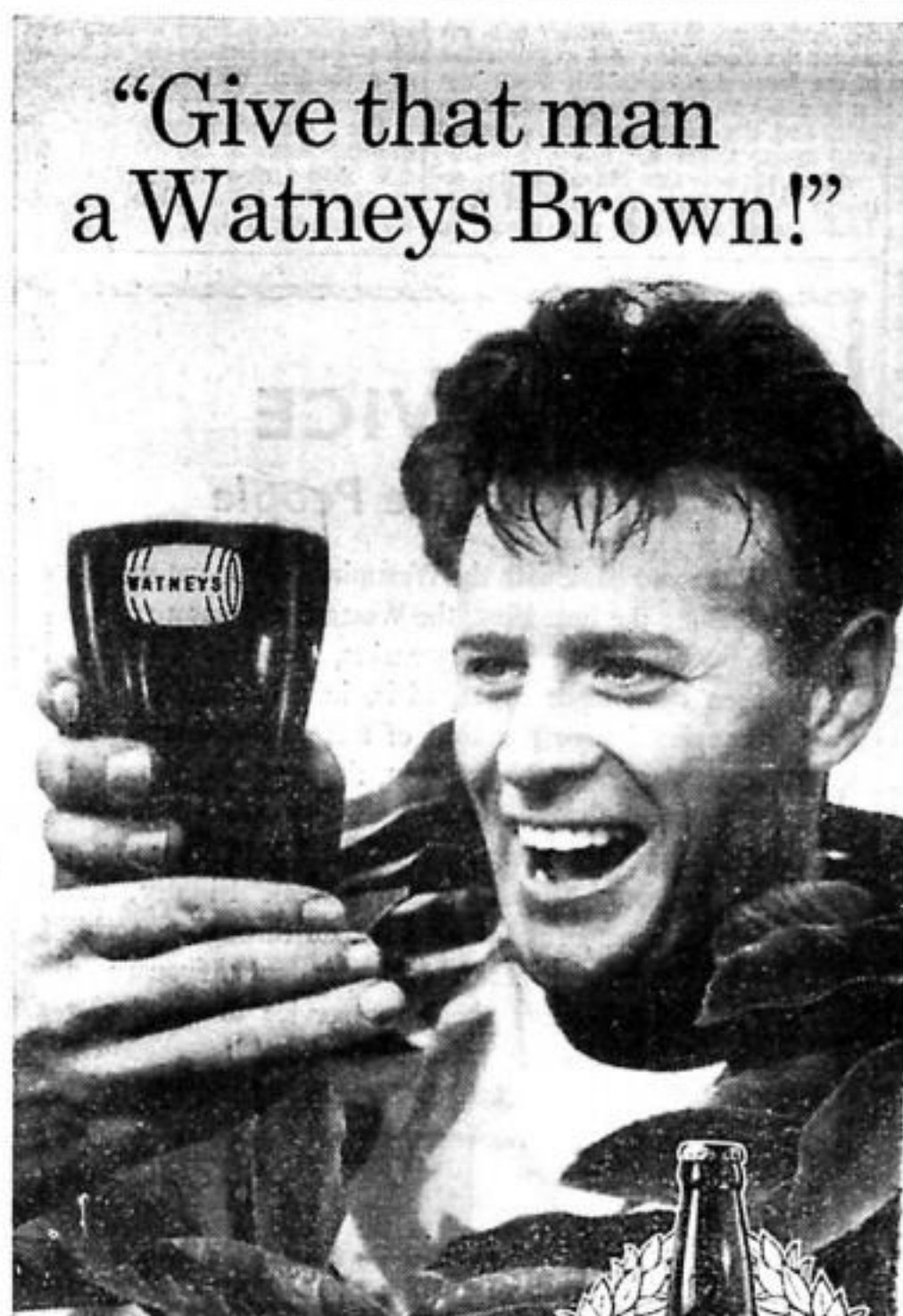
The branch padre is about to leave the Derby area in order to take up the post of head of the English Department of the new Sunderland Comprehensive School. For three years he has been a part-time lecturer in English at Derby Diocesan Training College. Mr. George was ordained in 1940 and served as a chaplain during the war, being mentioned in despatches. He will be missed by the Derby shipmates.

(Continued from column 3)

a service at Christ Church, Erith. The branch chairman, Shipmate Skedge, carried the branch Standard and the coffin was covered with the White Ensign. More than 60 wreaths testified to the high esteem in which Shipmate Lee was held and his death leaves a sad gap in Dartford's ranks.

During the last war Shipmate Lee served as an Ordnance Artificer, mainly at home and on the New Zealand Station.

H.M. Submarine Tapir is expected to arrive at Portsmouth on July 15 from Sydney, New South Wales. She is returning to the United Kingdom via the Pacific, Pearl Harbour, West Coast of the United States, Panama, Kingston (Jamaica) and the Azores.



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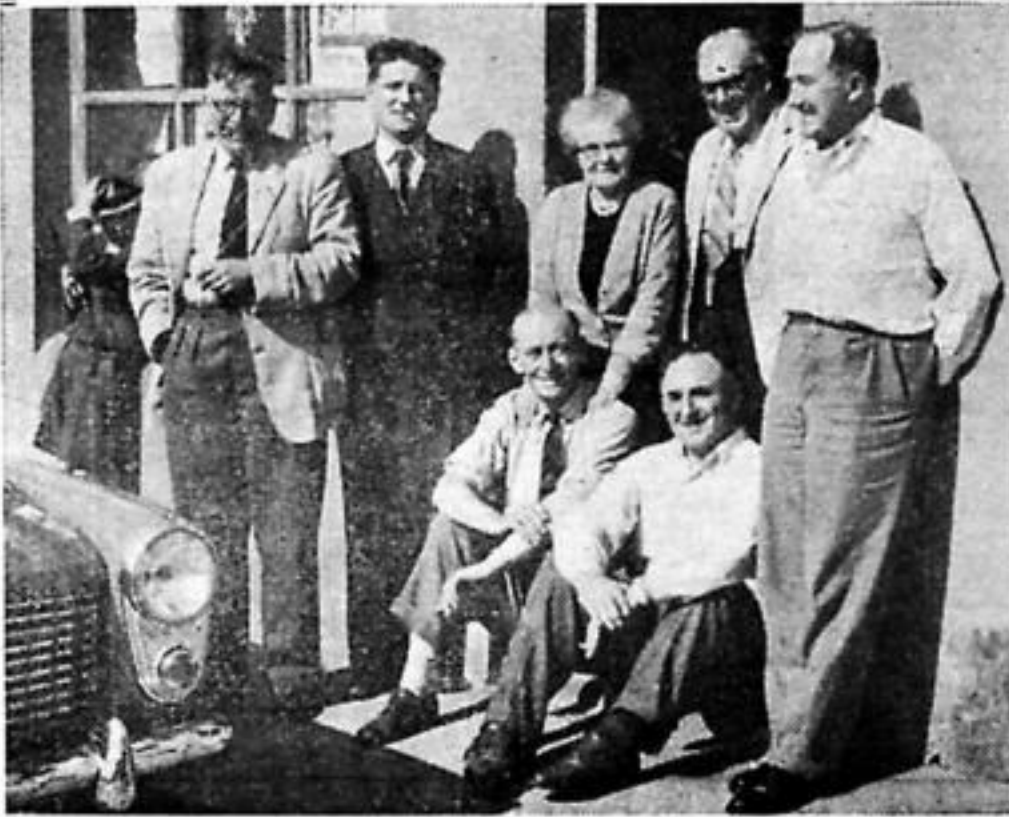
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IDEAL FOR REUNIONS

Entertained Submariners



Some of the shipmates of the Cork and County branch of the Royal Naval Association who entertained members of the ships' companies of H.M. Submarines Oracle and Totem when they visited Cork at Whitsun, outside the hostelry of Mr. Sullivan—himself an ex-submarine Chief Stoker—in Baltimore, Cork. (See story on page 5.)

Calling all Kents

ALL those who served in H.M.S. Kent from 1928 to 1945 will be glad to hear that her successor is nearing completion at the yard of Messrs. Harland & Wolff, at Belfast. It is hoped that the commissioning ceremony will be performed at Belfast on August 15. Admiral Sir Charles Madden, Commander-in-Chief, Home Fleet, has accepted an invitation to be present on the occasion. As a sub-lieutenant he commissioned the previous Kent, the first of the 10,000-ton "County" class cruisers, at Chatham on June 25, 1928.

The new Kent is the third of the "County" class of guided-missile ships and will be under the command of Capt. John G. Wells, Royal Navy. Displacing 6,000 tons and armed with Seaslugs, Seacats and a Wessex helicopter, the ship contains many revolutionary features, not the least being the propulsion machinery, which combines steam and gas turbines to produce 60,000 h.p. and a speed of over 30 knots.

REPUTATION SECOND TO NONE

The new Kent is most anxious to get in touch with the officers and men who formed the ship's company of the last Kent, whose reputation in the Fleet was second to none. After serving for 11 years as Flagship of the China Fleet, Kent had a fine record in the Second World War before she was broken up in Rosyth in 1947.

All those wishing to renew acquaintance with the new Kent should write to:—Old Kent Association Officer, H.M.S. Kent, c/o G.P.O., London, and give full particulars of service in the previous ship.

In addition to compiling records of old Kents, the officers and men of the new ship would like to trace photographs, trophies, pictures, etc., that are connected with her predecessors.

HORLEY HELPS WITH CARNIVALS

THE members of the Horley branch of the Royal Naval Association last month took an active part in the affairs of Horley and Crawley.

Shipmates Hygate, Nice and Bowles produced two floats for the carnivals. One of the floats was of a fishing vessel, suitably named "Queen of the Mole" and, armed with a stirrup pump, spectators en route were gently sprayed.

With the co-operation of the R.N. and R.M. Careers Officer, of Thornton Heath, the other float advertised the Royal Navy, the Royal Marines, the Women's Royal Naval Service and Queen Alexandra's Royal Naval Nursing Service, and, decorated with flags and posters looked very effective—the Royal Naval Association crest displayed on the front of the float. There was also a shop window display, arranged by the branch, and displayed by the Careers Officer.

A Royal Naval Display Van was in attendance and gave great pleasure to the crowds.

PORTLAND WINS

THE Portland "A" team were the winners of the 56th Division of the National Short Range Rifle League, five bronze medals being presented as the prize. Result of the May small-bore contest with R.N.A.: Stevenage: Portland "A," 472; Stevenage "A," 452. Portland now lead Stevenage by 8 points to 2. Stevenage "B" obtained 384 and Portland "B" returned no card, and the score in this section is now Portland, 6 points; Stevenage, 4 points.

We never say 'good-bye'

"WE never say good-bye in the 'Andrew'—we always meet again." This remark by an instructor to his class was brought home to the reporter from the Bedlington Branch of the Royal Naval Association recently.

He was present when Shipmate "Slinger" Woods, of the Newcastle and Gateshead Branch, met Shipmate "Jack" Weighill, of the Bedlington Branch. It was the first time that these two had met since they were doing their boys' training at H.M.S. Ganges in Class 4 in 1926—nearly forty years ago.

The Bedlington Branch has outgrown the accommodation available at the Howard Arms and has had to change its headquarters to the Red Lion Hotel. The move was decided upon when Whitley Bay Branch visited Bedlington. Conditions were cramped for that occasion, but everyone enjoyed himself.

The Newcastle and Gateshead Branch recently visited Bedlington and it was during that visit that Shipmates Woods and Weighill met again after so long.

A MILE LONG PROCESSION

A MOST interesting relic has been placed in the "Navy News" archives through the kindness of Cdr. W. R. Bull, D.S.C., D.S.M., Royal Navy, of Bridlington, Yorkshire.

It is a programme of the River Procession (Sea Services Commemoration) held on the Thames on August 4, 1919, in which well over 140 boats, (barges, launches, picket boats, etc.), took part. Cdr. Bull was then a Petty Officer, (Captain's Coxswain) in the picket boat of the Naval Officer-in-Charge of the procession. The procession was nearly a mile in length and was from London Bridge to Cadogan Pier, Chelsea, and took nearly an hour to pass.

H.M. King George V's barge was followed by contingents from all services connected with the sea including the Royal Navy, the Royal Naval Reserves, Royal National Lifeboat Institute, Coastguards Training ships, Fishermen, Sea Scouts, and Mercantile Marine units.

An unhappy day for the Royal Navy CRUISER AND TWO DESTROYERS SUNK OFF TOBRUK

(BY W. SILK)

September 14, 1942, was a most unhappy day for the Royal Navy. Within twenty-four hours, one cruiser, H.M.S. Coventry, two destroyers, H.M.S. Sikh and H.M.S. Zulu, plus several fast motor-boats were lost by enemy action off Tobruk. I had been on board Zulu only thirty-six hours when all this happened.

On September 12, as coxswain of Tank Landing Craft No. 120, I was lying in Port Tewfik Harbour, unloading merchant ships with stores and ammunition, designed to help the Eighth Army. As soon as my craft was loaded we sailed to Alexandria. On arrival we were briefed for a special task. We were going to be drafted to H.M.S. Zulu and H.M.S. Sikh, together with a contingent of Royal Marine Commandos. Our aim was to try to invest Tobruk, held by the Germans, and try to ruin the harbour as a base for enemy supplies. The landing-craft men would also endeavour to board some R-boats (German tank-landing craft) and, if successful, to steam them back to Allied territory. After being briefed, we split into two parties, and boarded the Zulu, which sailed immediately.

A REAL OPERATION

By daylight on the 13th we were well into the Mediterranean, and, during the forenoon, the captain of Zulu had all hands mustered on the mess deck. He then proceeded to tell us what his ship, and the men on it were going to try to do. On nearing Tobruk, the Royal Marine Commandos and landing-craft men would be sent ashore in Zulu's small boats and join up with the Long Range Desert Group. That was the main task of the Commandos, while I and my party were to endeavour to board and capture any R-boats sheltering in Tobruk. Our captain emphasised that it would be a real operation: two destroyers and a few motor-boats against the fortress of German Tobruk. Satisfied that everyone knew his job, the captain dismissed us, and those not needed for night watches turned in.

All through the night of September 13 we steamed at full speed and at action stations, with Sikh in company. Searchlights and tracer were reported at about 5 o'clock in the morning, giving us the impression that the Long Range Desert Group were getting to blows at Tobruk. Our Royal Marines now manned their boats and very shortly were lowered and sent away. What happened to them, I do not know.

H.M.S. SIKH HIT

Both destroyers were now being shelled and bombed continuously, and at about half-past five we received a signal from Sikh saying she had been hit in her steering compartment.

We at once tried to go alongside and get a tow to her, and twice, under very heavy fire from shore, we tried to connect up. At our third attempt, we managed to secure to Sikh, when, horror of horrors, a shell hit the towing wire parting it, and causing several casualties.

The captain of Sikh, seeing what happened, and noting that both ships were drifting shorewards, gave Zulu the order to retire. This our captain reluctantly did. While working up to maximum speed, we could see the Sikh drifting ashore, and being heavily shelled, but her guns were still answering back. Imagine the boost to morale that gave us!

Now on our own, and steaming at full speed, all on board realised that, being a lone ship, we would be the target for any aircraft or surface ship. Sure enough, over came the Stuka dive-bombers, which subjected us to merciless bombing. Anyone who has

experienced dive-bombing attacks will know what we went through. Some of the Stukas were fitted with sirens which screamed like lost souls as they dived on us. Helping the gun crews on the upper deck, my sympathies were with the engine and boiler-room crews. Our guns were engaging all the time, and as a passenger, I was impressed by the crew's efficiency and morale, also by the fine seamanship of our captain, who dodged continuous attacks.

H.M.S. COVENTRY LOST

During this bombing, our captain broadcast to say that very shortly anti-aircraft support was arriving in the shape of H.M.S. Coventry. Now we came in for another shock. We did sight Coventry but what a sight—abandoned, and on fire! So much for anti-aircraft support. Rather than leave her as a menace to navigators, our captain eased speed and sank her with torpedoes.

As we were working up speed again, the last of many bombing attacks hit us. Although it was a direct hit, causing a very severe list, there was no thought of abandoning ship. Our guns were still firing while the wounded were brought up on deck, and no one showed any sign of panic. While Zulu was stopped and listing we sighted a small ship, and, wonder of wonders, it turned out to be the British "Hunt" class destroyer Croome.

ZULU ABANDONED

Sizing up the situation, she came alongside and we started to transfer our wounded to her. Then, until our captain ordered "Abandon ship," all men on the ship stood fast. As soon as we were all on Croome we sheered off and made all possible speed away from the now-sinking Zulu. Bombing still went on, and those of us who were able helped to get ammunition

to the guns. Being so busy, it only faintly registered when a voice said: "She's gone, boys."

By now it was getting dark, and, after a farewell sortie, we were left alone in the Mediterranean. Our thoughts turned to harbour and soon we were to get another shock. The naval authorities in Alexandria informed us that the harbour was closed at sunset, and so we had to while away the night as best we could. Fortunately between the Croome's crew and us survivors friendship was instant, and cups of steaming cocoa kept our spirits up.

Early the next morning we crept into Alexandria, mourning the loss of fine ships and fine men. Did anyone blunder? Was there a leak somewhere? No one knows. All I know is that by great good fortune and God's will, I survived.

Some time after this ill-fated operation I learned that my twin brother had been a prisoner of war in Tobruk on that very day.

On November 20, 1942, L.C.T. 120, to which I had returned as coxswain, foundered, and so I was a survivor twice within 10 weeks.

BROKEN PIPE CAUSED LOSS OF THRESHER

A UNITED States Navy Court of Inquiry, after it had heard 120 witnesses, has concluded that the failure of a piping system probably caused the loss of the nuclear submarine Thresher on April 10. There were 129 men aboard the submarine when she sank.

The court asserted that the basic design of the Thresher class is good.

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So this is Local Foreign Service!

MARYTON IN SARAWAK

ON Saturday, May 25, H.M.S. Maryton (Lieut.-Cdr. G. F. Walwyn, R.N.) anchored between the tiny islands of Talang Talang Besar and Talang Talang Kechil, off the south-west coast of Sarawak. On board was Mr. Tom Harrison, D.S.O., O.B.E., world authority on Borneo, commander of the irregular forces which sealed the border against the Brunei rebels, and Curator of the Sarawak Museum in Kuching. The reason for his visit—the Semah Festival.

Each year, hundreds of turtles come to these islands to lay over a hundred eggs each. They bury these in the sand, crawl laboriously back into the sea and take no further interest in their offspring. Consequently, the eggs are easy prey for snakes and lizards, and sharks are ready to deal with any newly hatched babies who make it into the water. To prevent this decimation and try to preserve the dwindling stocks of this world's turtles, Mr. Harrison's men incubate a proportion of the eggs and take the young turtles to sea. They tag them, too, so that knowledge of their movements may be enlarged. At present, no one knows where they go between leaving the islands one day and returning to the very same speck in the ocean seven years later—it remains one of Nature's mysteries. The remainder of the eggs are sold ashore at a low fixed price so that all members of the community can afford this nutritious delicacy.

PROPIITIATING THE SPIRITS

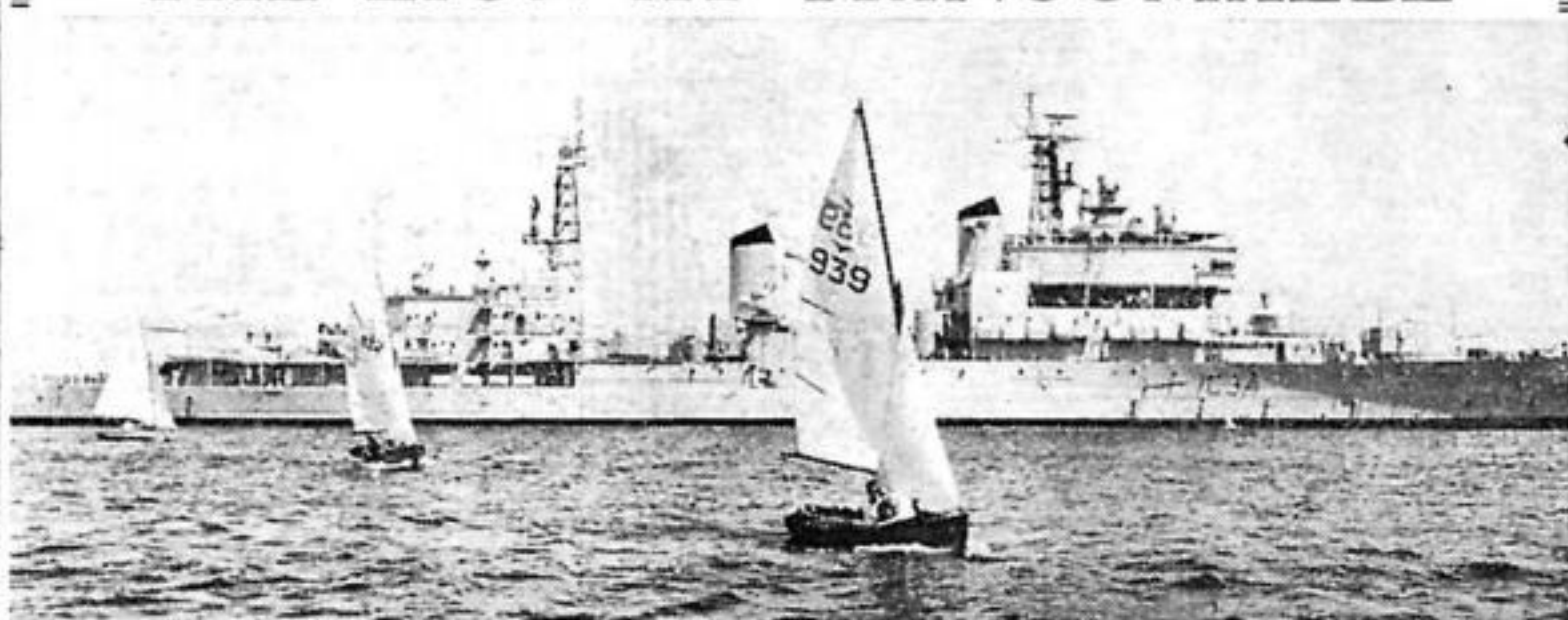
The annual Semah Festival is to

drive out the old spirits carried ashore during the monsoon, purify the islands, propitiate the good spirits and, in general, make sure that plenty of turtles lay plenty of eggs between May and October.

After sunset when the Muslims had held their ceremonies, boats (low freeboard Malay sampans driven by outboards) were sent to take ashore a large party from Maryton. Around the perimeter of the beach thin bamboo poles with bunting fluttering at their tips were placed at 10-foot intervals to ward off evil spirits. Thatched huts and chairs surrounded the dancing led by the all-girl "band" playing on their gongs and drums. Various Malay and Dyak dances were performed and the visitors were invited to join the shy girls in a three-step forward, three-step backward shuffle. Liquid refreshment flowed freely. The party were entertained by their singing and the natives were amused by their efforts to twist to the slow-beat haunting rhythm of their music. In this friendly atmosphere under the stars with the warm sea breeze rustling the palms, it was easy to forget that Indonesia was in sight not many miles distant. The local people, though, are normally very conscious of this threatening presence and accepted the party's attendance at their festival as an omen to ward off the threat for at least a year.

All through the night the drumming continued, and in the morning the rituals began anew. In a confused procession they went round the beach with the headman making various incantations before planting an altar at the south end. This resembled a large bird table with a thatched roof and held rice, eggs, fish, soap, tobacco and a live bird for the spirits. Next, they entered their boats and H.M.S. Maryton up-anchored and accompanied them on a circular trip around

THE LION AT TRINCOMALEE



A scene during the regatta at Trincomalee in March, with H.M.S. Lion (Capt. I. L. M. McGeoch, D.S.O., D.S.C., R.N.), which acted as Guard Ship, in the background. Lion was in Japan visiting Nagasaki, Osaka and Kobe at the end of May, and it is hoped that an article on her visit will appear in "Navy News" shortly.

NEW HEADQUARTERS FOR AYLESBURY SEA CADETS

"It is like a breath of fresh air to get back into a naval atmosphere again" remarked Vice-Admiral R. Shelley after reviewing the Sea Cadets of the T.S. Hamilton, Aylesbury, on June 8, on the occasion of the official opening of the new headquarters and the celebration of the unit's 21st birthday.

The new headquarters in Walton Street were opened by Mrs. Shelley, unveiling the nameplate and plaque carved by one of the instructors, Chief Petty Officer G. Easton-Bassett, who also carved another plaque inside the building.

The Vicar of Walton, the Rev. J. B. Girling, Unit Chaplain, dedicated the building.

Present at the ceremony was Capt. R. Casement, Captain of the Sea Cadet Corps and Secretary of the Council. Others present included Capt. R. C. Medley, Unit Chairman, the Mayor and Mayoress of Aylesbury, Councillor H. Poole and Mrs. Poole, and Dame Jean Davis, Commandant of the W.R.N.S. The unit's Commanding Officer is Lieut.-Cdr. S. E. Manchec.

The headquarters cost £4,760 to build and equip and the Corps itself was required to raise the first quarter

in order to attract grants for the remainder. Thanks to the generosity of the local people the Corps actually raised more than this minimum.

One ex-cadet of the Aylesbury Unit was Able Seaman Charles Alan Sutherland whose death at the hands of pirates while he was serving in H.M.S. Barrosa was reported in the March issue of "Navy News."

Another Cleopatra

MRS. Gregory, wife of Vice-Admiral G. D. A. Gregory, Admiral Superintendent of H.M. Dockyard, Devonport, laid the keel of the fourth warship to be built in the dockyard since the war, on June 19.

The ship will eventually be named Cleopatra and will be an anti-submarine frigate of the Leander class (about 2,700 tons, full load).

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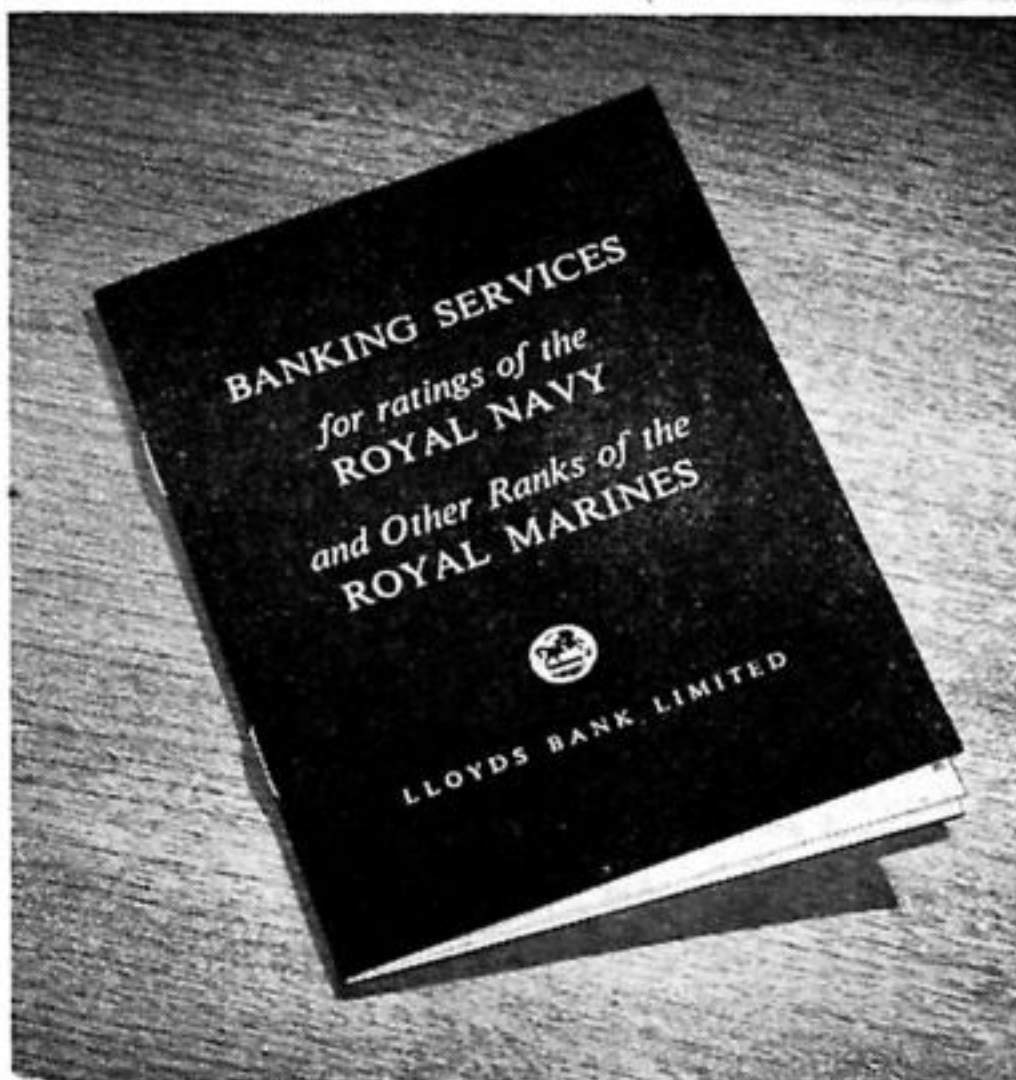
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'SHE SHALL HAVE MUSIC WHEREVER SHE GOES'

At the flick of a switch Cdr. J. D. Baker, R.N., will be able to provide the ship's company of H.M.S. Ursa with music from light classics to the recent hit tunes. He will be able to select from over 4,000 titles, recorded on no fewer than a 100 endless tapes, each tape, with 90 minutes of continuous music, being contained in a plastic cassette and stored in a specially designed box for use at sea.

At a ceremony in Devonport on June 17 H.M.S. Ursa became the first ship of the Royal Navy to have Reditune music installed and was officially "adopted" by the Reditune service of Rediffusion, Cdr. B. C. Moth, R.N. (ret.), general manager of Reditune Ltd., presenting the Articles of Adoption to the Captain of the ship.

Cdr. Baker also received on behalf of his ship a cheque for the purchase of a dinghy in the West Indies during H.M.S. Ursa's Caribbean commission which starts on the completion of the

ship's recent refit, and the 100 tapes of recorded music.

In thanking Cdr. Moth, Cdr. Baker said, "The service which has just been installed in my ship has proved to be a very effective and pleasing means of increasing efficiency . . ."

Royal Yachtsmen's tenth reunion

PAST and present Royal Yachtsmen held their tenth annual reunion at Portsmouth on June 22, and Rear-Admiral Sir Joseph Henley (Flag Officer Royal Yachts) was the principal guest.

Admiral Henley told those present that H.M. Yacht Britannia had steamed more than 32,000 miles during the recent tour of Australia and New Zealand.

On behalf of all Royal Yachtsmen, Admiral Henley presented a framed photograph of Britannia and a cheque to Mr. W. A. Hartley, who was in the Royal Yacht service from 1924 to 1943 and is a ex-chief Yeoman of Signals, who is retiring from the position of Secretary of the Royal Yachtsmen's Association. Mr. Hartley is being succeeded by Mr. W. C. Weaver.

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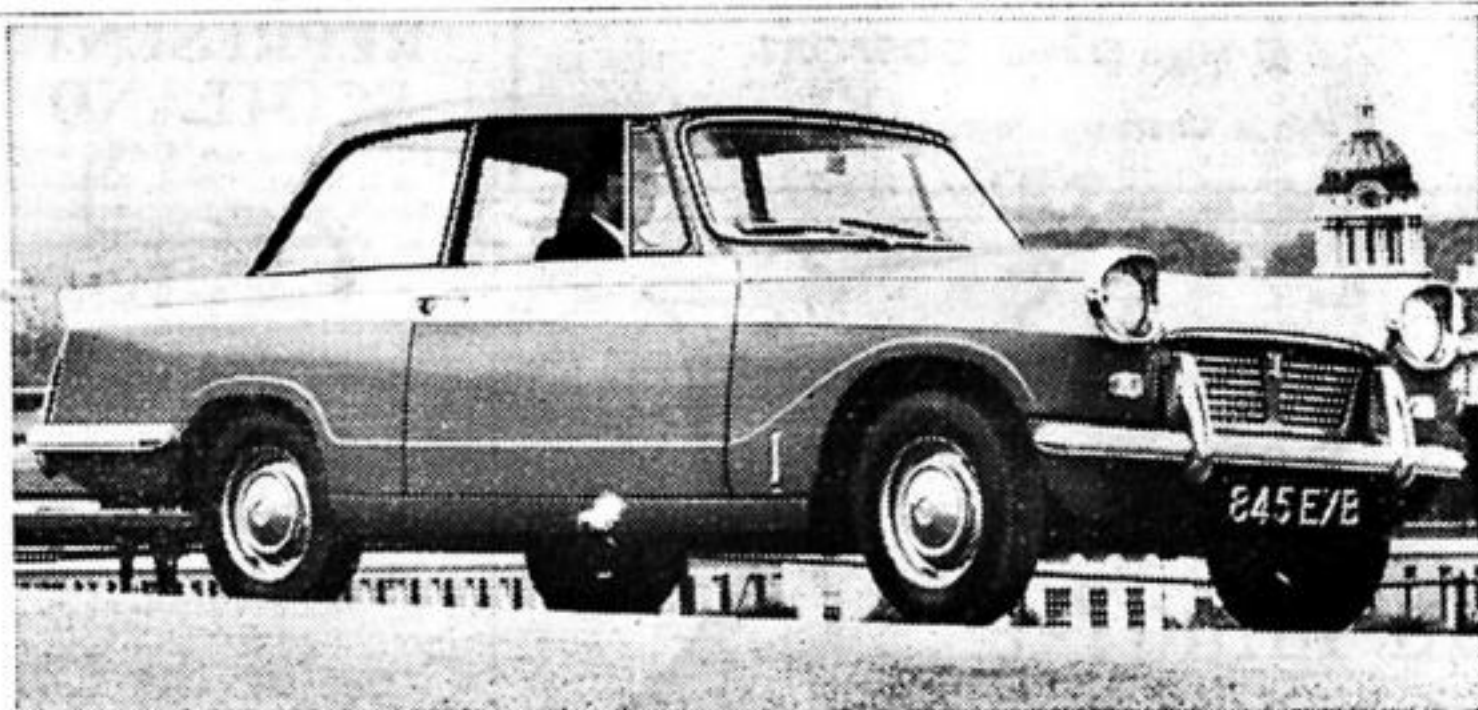
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PHYSICAL TRAINERS WANTED

THERE are vacancies in the Physical Training Branch for suitable candidates. Although the majority of candidates come from the Seaman Branch, and there is no reason why volunteers from other branches should not qualify. Present regulations require that those interested in qualifying as physical trainers if not already seamen must transfer to the Seaman Branch.

The P.T. Branch offers an interesting and rewarding career to those interested in physical training and sport. Physical trainers are charged with the responsibility of keeping Ships' companies fighting fit, and training and coaching ships' teams in the various sports. The duties vary considerably, from training juniors in the training establishments to being senior coach to the Navy swimming team, but whatever the task it is full of activity and interest.

The number of Special Duties (P.T.) officers required has recently increased and there is now a great opportunity to get ahead in the P.T. Branch.

INVALUABLE QUALIFICATIONS

During their careers most P.Ts. gain qualifications as officials or coaches which are awarded by

(Continued in column 2)

Navy man takes honours in rifle tour of Africa

DURING the Great Britain rifle team tour of Africa recently, C.E.R.A. D.A. J. Clark, of H.M.S. Ariel, more than held his own and was the only member of the Great Britain team to win any major individual awards.

Flying to Nairobi on March 22 a match was shot on the following day against Kenya and Uganda at an altitude of 5,600 feet in extremely difficult weather conditions. Scores all round were low and did not make the best of tour openings. Next day, however at Ndola, in a match against the local club and the South African team (who travelled up specially for the match), Clark scored the highest aggregate of the day—a possible at 200

yds, and 52 out of 55 at 600 yds. The South Africans won the match.

The next call was at Kitwe, about 40 miles away, where the G.B. team shot a match against South Africa and the Rhodesias. Great Britain won the match with a record score—only eight points separating the top scorer from the bottom. Prior to the Test Match a friendly match was shot against Mufulira and South Africa and Clark was top scorer of the British team with 102 points out of 105.

(Continued from column 1)

national sporting associations, and which are invaluable to them when they leave the Service.

At the moment ex-physical trainers are employed at the following Schools: Eton College, Winchester College, Pangbourne Nautical College, Bradfield, King's Bruton, Repton, and St. John's College. Others are now physical-education teachers in appointments overseas, and some are employed in the personnel departments of large industrial concerns.

Only those who are prepared to get really physically fit and devote their time to physical fitness and sport should apply, and applications should be made through commanding officers.

WINS GODDEN TROPHY

After further friendly shoots at Luanshya, Mazabuka and Livingstone, the team went to Salisbury in time to take part in the Federal Meeting. Clark met with great success here, winning the Service rifle championship and being runner-up in the Governor-General's Prize Competition. In addition to this he won the Godden Trophy for the aggregate of 900 and 1,000 yds., after a tie shoot with another member of the British team.

After the Federal Meeting the team flew to Bloemfontein to take part in the South African "Bisley." Once again Clark had a successful meeting, making the highest score of the day in the Test Match (which Britain lost to South Africa by four points) and being runner-up in the State President's Prize—equivalent to the Queen's Prize in the English Bisley.

Another Test Match was shot at Salisbury between South Africa, a Federal team and Great Britain, which Great Britain won. Clark's score was the third highest in the team.

OLYMPICS REPRESENTATIVE

C.E.R.A. Clark is a native of Southampton and joined the Royal Navy in 1945. He started competition rifle shooting in 1953 and since then has represented the Royal Navy with all weapons (rifle, pistol and sub-machine gun), shot for England in 1958 and represented Great Britain in .22 pistol shooting at the European Championships in Milan in 1959, at the Olympic Games in 1960 and in the World Championships in Cairo in 1962. His wife was formerly Leading Wren Julia Boughton, who shot for the Navy XX at Bisley and was the only woman ever to have represented the Navy in the Inter-Service Long Range Match.

WREN TO REPRESENT SCOTLAND

WREN Rosemary Curtis, serving in R.N. Air Station, Abbotsinch, has been selected to represent Scotland in the Women's A.A.A. Championships at the White City on July 6. Wren Curtis holds the W.R.N.S. High Jump record at 5 ft. 2½ in.

This season Wren Curtis has had the following successes in the high jump—1st, (5 ft. 3 in.), West of Scotland Women's Championship; 2nd, Overall 1st, High Jump, 5 ft. 3 in., in the Scottish Women's Pentathlon Championships; 1st, (5 ft. 1 in.) when representing West of Scotland v. East of Scotland and 1st, (5 ft. 6 in.) in the Scottish Women's Championships.

Crossing the Line at Hinckley

WHEN a Youth Carnival was held recently at Hinckley, the local branch of the Royal Naval Association performed the "Crossing the Line" ceremony—a feature of the carnival which was greatly appreciated by all who saw it. The Sea Cadets from H.M.S. Amazon (Hinckley) assisted the Hinckley shipmates.

The social secretary made most of the equipment used, including top hats, razors, etc.

Shipmate S. Topp was King Neptune and Queen Aphrodite was Shipmate A. Thomas. Shipmate N. Vernon was Clerk of the Court, the Doctor was Shipmate F. Gosling and the Barber Shipmate J. Middleton. The "Jaunties" were Shipmates J. Sleight, K. Roberts, G. Parker and P. Robinson. The Bears, Shipmates P. McGillivray, H. Dunn and V. Kirby were assisted by eight Sea Cadets.

The branch was awarded Third Prize for its effort—an effort which shows what can be done even in the heart of England.



C.E.R.A. A. J. Clark photographed with the Godden Trophy and Livingstone Bruce Challenge Cup.

'ORDEAL IN THE SUN'

A BRITISH naval officer's story of the sufferings and humiliation of some 900 sailors at the hands of a sadistic Japanese prisoner-of-war guard, told vividly in the 129 pages of "Ordeal in the Sun," provides a thought-provoking addition to the vast sea of literature detailing the horror of the war in South-East Asia.

In collaboration with the author and journalist Dennis Holman, the dramatic story of life with Yoshida Tomanao in the P.O.W. camp at Macassar in the Celebes is recounted by Capt. George Cooper, R.N., who was serving with the cruiser H.M.S. Exeter when it was sunk by the Japanese in the Java sea in March, 1942.

Capt. Cooper, who retired from the

Navy in 1957, was senior officer of the British contingent in the camp and tells of the great personal problems which confronted him and his men under nightmarish conditions. "Ordeal in the Sun" is published by Robert Hale Ltd., at 18s.

FAREWELL VISIT BY FIRST SEA LORD

ADMIRAL of the Fleet Sir Caspar John, the First Sea Lord, made a farewell visit to the Portsmouth Command on June 26.

The admiral addressed officers and senior ratings from the Gosport side of the harbour at H.M.S. Collingwood in the morning and in the afternoon, at R.N. Barracks, Portsmouth, addressed officers and senior ratings from various other establishments.



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